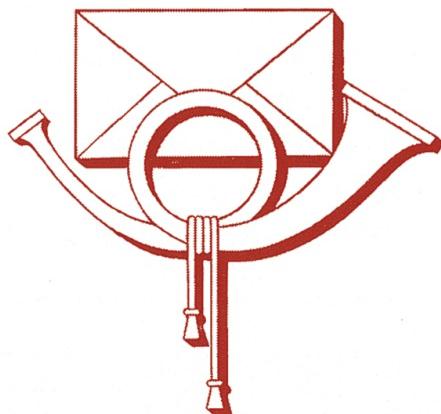


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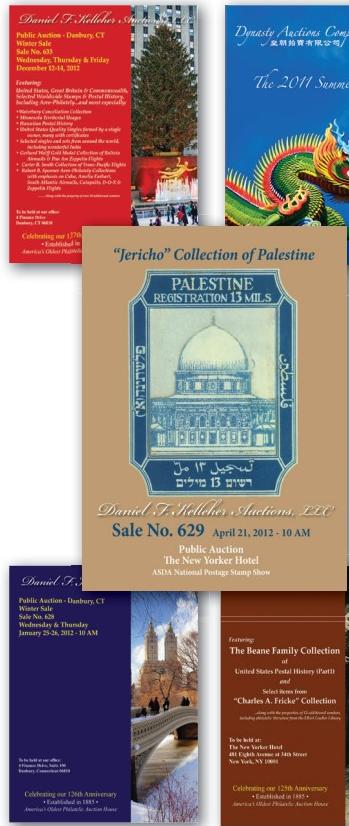
International Post on Skis



Southwestern Alberta DPOs

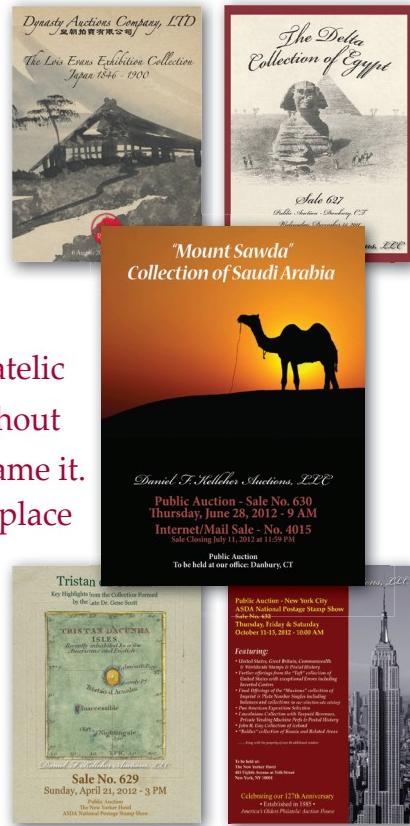
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CONTENTS © Copyright Postal History Society 2014

RESEARCH FEATURES

POSTS on SKIS

by E. John B. Allen 2

POST OFFICES and DE-POPULATION, Part Two ... The Porcupine Hills, Alberta, Canada
by Dale Speirs 17

TRANSATLANTIC AIRMAIL SERVICES 1928-1945, Part 2a: Pan American Airways Operations
by David Crotty 23

COVER ILLUSTRATION 60

REVIEWS & COMMENTARY

SECESSION & the U.S. MAIL, a review by David Frye 47

AMERICAN POSTAL HISTORY in OTHER JOURNALS by Douglas N. Clark 35

FOREIGN POSTAL HISTORY in OTHER JOURNALS by Joseph J. Geraci 48

SOCIETY FORUM

PRESIDENT'S MESSAGE, Joseph J. Geraci 59

POSTAL HISTORY SOCIETY OFFICERS and BOARD of DIRECTORS 58

MEMBERSHIP CHANGES by George McGowan 58

POSTAL PAMPHLET COMPENDIUM 1792-1914, ed. Richard R. John 61

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Posts on Skis

by E. John B. Allen

Introduction

In the many centuries before regular mail distribution, messengers on foot, horse and camel carried missives to and from courts and kings. They crossed deserts and seas and struggled over mountains braving the vagaries of weather and suspicious innkeepers, pirates and bandits aplenty in the forests. Theirs was a dangerous life.¹ Winter - and more especially snowstorms - brought their service to a halt since in Europe the roads webbing the Roman Empire had not been kept up and local conditions turned on how much road "service" a feudal lord could extract from tenants.²

In summer, age-old farming communities in Europe tended their cattle on the high alpine pastures. By the 19th century a few households stayed all winter in the mountains and stuck out the cold and snow living above their animals in primitive houses - an early heating system. These people were often snowbound and out of touch for weeks until, in France for example, by the use of two simple boards of wood - skis - winter life was "absolutely transformed." After huge snows had settled, "everyone's wish is to see the post arrive."³

Figure 1: French postcard, with poem (free translation) - In howling wind, along pot-holed trail / The resolute postman skis with the mail / Penny papers and most precious letter / Make two hearts feel so much better. (Allen Archive)



Ski Post Begins in Norway

The delivery of mail in winter and on skis, like so many other skiing matters, is connected to Norway where by the mid-16th century there was need enough for ruling church elites to muster some sort of service between the most prominent urban center, Oslo, and the major religious capital to the northwest, Nidaros, today's Trondheim. The bishops had tried to regulate message carrying in 1525, and in 1536 skis are specifically mentioned when one of the carriers was forced to ski over the Dovre fells and through the snowbound woods.⁴

The European skiing mailmen presumably owed their clothing and technique to the newly-discovered sport of skiing in the 18th century, but there is little commentary on the desultory mail service of 1745 on the Oslo-Drontheim-Bergen-Stavanger route which was made a royal route thirty-four years later. It is known that, in 1850, one post had an 80 kilometer round trip.⁵



Telemark, today presenting itself as the cradle of skiing, had a daily delivery in the mid-19th century, and there was an international 90 kilometer connection between Dalby in Sweden and Trysil in Norway about that time as well.⁶

In Iceland, too, when there was little movement on the roads, "a few posts go about the land on skis," reported one traveler in the winter of 1820-21.⁷

That one can list such few examples means, I believe, that in Norway carrying the mail on skis was such a normal part of winter routine, that it was hardly worth mentioning. Fridtjof Nansen who

Figure 2: Reprinted postcard, with image of a postage stamp, illustrating how the French imagined posts in northern Norway.



Figure 3: The Norwegian post of 1910 in uniform, carried a standard bag on his back, and received a pair of skis and one pole for daily duty. (Allen Archive)

crossed Greenland on skis in 1888 and whose book about his escapades was published two years later, producing “Nansen fever,” hadn’t one word about posts on skis in the long chapter concerning the history and use of skis.

Mail for All Seasons

In the 19th and into the early years of the 20th century, with the beginnings of a viable tourist industry - Thomas Cook of London with his first trip to Norway in 1895,⁸ Henry Lunn inaugurating his alpine holiday parties to Chamonix in 1898⁹ - it was important for the inaccessible places which might well appeal to the wealthy to keep in touch. Germany’s Harz tried a winter postal service in 1886,¹⁰ and in 1890 in the Black Forest, there was a 7 kilometer run (almost 4.5 miles) two hours up, one hour down, between Menzenschwand and Feldberg. Without skis he would have taken between four and five hours.¹¹

In Königsberg, Prussia, experiments were undertaken in the winter of 1892-93 and, in the following winter, country postmen were supplied with skis.¹² In the 1890s one ski maker was actually advertising his “Ski factory for the German Post.”¹³



Figure 4: Danish postcard. “How happy you can be in your work!” Drawing is after an original by the German artist Ewald Thiel (1855-1939) who also did work for a number of illustrated weeklies. (Allen Archive)

By this time, the well-known artist, Eduard Thiel had pictured a postman on skis (which later found its way to a Danish postcard, Figure 4. Since there was little snow and no skis in Denmark at that time, one can only wonder what the Danes thought).



Figure 5: A photo of Imperial postman and policeman on their rounds in the Riesengebirge prior to World War I show how important skis were to official administration in winter. These 'Giant Mountains' lie across the Polish-Bohemian-Czech border, for centuries an area ruled by the Austrian empire. The Poles call them the Karkonocze. (Allen Archive)

In the Erzgebirge, postmen were equipped with skis prior to World War I,¹⁴ and, in the south of Germany, enough postmen were on skis for the Bavarian *Verkehrsministerium* (Ministry of Transport) to take over the supply and repair of their skis in 1905.¹⁵

Everywhere, it seemed, even as sport skiing became ubiquitous, skis continued to be used for practical purposes such as postal delivery - in the Bavarian case, into the 1930s.¹⁶

“The postman at Semmering [Austria] is the best. He’s been at competitions in Plötzleinsdorf-Wien.”¹⁷ Indeed, he had; Josef Wallner was so good - he went on to win Zdarsky’s first ‘slalom’ easily - that when other competitors knew he was competing, they simply did not enter.¹⁸ This was partly a matter of not wanting to be beaten, but it also was bound up with one of the great concerns of sport: amateurism. Should a man who, like Wallner, skied for a living as a postman, be permitted to compete with amateurs, meaning, those who skied only for the love of the sport? Fritz Steuri, a well-known Swiss racer, first used skis in 1898 as a postman in the Grindelwald area.¹⁹

Johan Branger—he of Conan Doyle guiding fame—mentions in a diary entry of 1893 that the Swiss Federal Post and Telegraph Authority obtained skis from Todtnau in the Black Forest for use by postmen in the Dischmatal. There was to be instruction and the results were to be reported back to Bern.²⁰ It appears that it cannot have been much of a success because only in 1907 did the Swiss Post supply thirty pairs of skis to

mailmen, again under some sort of experiment. This time, however, the trial was such a success that the following year “all posts will get them,” with the government paying two-thirds of the cost.²¹



Figure 6: Tradecard for Liebig meat extract - that would keep this uniformed Swiss post fit for duty - part of the message but also showing there was enough interest for skiing in the Netherlands that the company judged it to have commercial appeal. (Allen Archive)

We get some idea of the postal work in Switzerland in the 1920s from an interested British skier who met a postman in the Berner Oberland. The postman had a route up to the head of the valley where the highest year-round inhabited huts were located, with a population of about 100. He trudged up on foot in about three and one half hours. Then there was the wait for the mail, clearing the communal letter box, bringing the letters back down all in about three hours, so he had an eight-hour day. There would occasionally be parcels, and that made the trip longer. In winter, he also took a child’s luge up for any parcels, and then the descent was made in only an hour. Skis were used as a last resort; he had only learned to ski a couple of years before when he was over forty. He was asked if it wasn’t an administrative extravagance to employ a daily post in winter. The postman smiled. In his country all men should have equal opportunity. It was an economic necessity that the folk stayed up in the mountains in winter and the state, therefore, treated them as they would all other citizens. And he carried newspapers...”or how else could they know how to vote?”²²

The French on Skis

In 1906, the Club Alpin Français was given charge of organizing French skiing. One early sign of its interest was the article “Rôle sociale du ski,” (The skis’ social role) in the February 20 issue of *La Montaigne* where there was worry expressed about “a number of posts who perished in the storms.”²³ Most of these fatalities, it maintained, “could have been avoided if skis had been used,” and argued that if posts went quickly on bicycles in summer, why not on skis in winter? Skis had already been proved a success by the mayor of Les Rousses a couple of years before. With the hilly road blocked for over a week he carried the mail on skis to Morez, about 5 kilometers away.²⁴

The alps of the Haute Savoie caused concern for the authorities as villages could be snowbound for weeks at a time. In Val d'Isère (Val Misère in winter), the post had skis for the 1907-08 winter,²⁵ and the following winter the Touring Club de France (TCF) - always interested in the promotion of home tourism - sent several pairs of skis to those postmen who requested them. The first was Rey at Pralognan who recommended that skis be given to under-postmen who would sign up for instruction. Brun from Bessans, a village at 1,740 meters (5,709 feet) had a 32 kilometer (20 miles) route going to Bonneval-sur-Arc at 1,835 meters (6,020 feet) near the Italian border. It wasn't all a success though; some of the postmen new to skiing had run into trees lying under avalanche snows; yet the TCF was told they weren't discouraged. But they wanted extra pay. After all, posts on bicycles received extra money and although it was realized that ash skis cost less than a bicycle, skis "also break." The Minister of Public Works was working on the problem.²⁶



Figure 7: Here comes the Flying Mailman in 1911 - this sort of image did much to inspire local men to take to skis as they saw how useful they were in the snowbound communities. (Le Petit Journal, 15 January 1911, Allen Archive)

There was enthusiasm for skis among the postmen themselves. Twenty-seven men signed up for skis in the Briançon area prior to the 1909 season.²⁷ These were men already able to use skis - certainly an indication that skis were becoming well known in the Haute Savoie. Briançon was also home to the Chasseurs Alpins 159th Infantry, the *Régiment de la Neige*, and a skiing culture was developing in the town.²⁸

On the border of France and Spain, many years later, the Spanish Pyrenees postman Miquel Farré only changed from using snowshoes to skis in 1924 when he saw them employed by the neighboring French village post of Portet.²⁹ Other posts copied him.

The Continuing Influence of Scandinavia

When the Club Alpin Français had proposed skis for posts back in 1906-07 they had also looked to the Scandinavian experience in the north: postmen who had been carrying the mail by horse and reindeer for a long time and who, as we have seen, also had taken to skis when necessary. This continued in the inter-war years. Wilhelm Niva, for example, had a twice monthly 175 kilometer (110 miles) route from Karesuando, far north of the Arctic Circle from 1927 to 1942. He followed the Swedish-Finnish frontier and crossed over to Skibotn which was about 40 kilometers (25 miles) inside Norway on the coast. The



Swedish Postal Museum has a good photograph of Bengt Georg Olofsson (Figure 8) with, so it is said, some 70 kilograms (150 lbs) of mail in back-country Jämtland, north and west of Umeå, about 50 kilometers (30 miles) from the border with Norway in March 1939.³⁰

Figure 8: Swedish post photograph. Georg Olofsson on the 50 kilometer Lidsjöberg-Sjoutnäset route, loaded with 70 kilograms of mail in March 1939. (Courtesy Swedish Postal Museum, Stockholm)

The English, who had already thought of using locals on skis to carry the mail in Kashmir, India which turned out to be a dismal failure,³¹ turned to the Swedes for information when the London postal authorities contemplated using skis for posts in Scotland in 1908³² - which had marvelous results, if we can believe the Braemar postman:³³

Ah! the tang of the snell* hill-air
Stirs my auld blood like wine!
Aince* I went climbin' - climbin' sair*
- Shoulder-high sometimes the snow
(Before I got these "ski" of mine)
But noo - nair mair!*
It's the glory o' youth that I feel as I go
Straight and swift as the swallows sweep,
Past the corrie,* an' doon the steep!
Ah! my auld blood races young and warm
Though the snow lies deep on Cairngorm!
Tae ilka hoosie* in ilka glen "Posty" maun* bring his bag!
'Tis a guid clean life for your young strong men,

* *snell* = keen; *aince* = once; *sair* = sir;
noo nair mair = now no more; *corrie*
= hollow in a mountain side; *tae ilka*
hoosie = to each house; *maun* = must

But the auld backs bend, an' the auld harts fail,
 An' the auld feet linger an' lag...
 But I'm young again!
 Young! - when in front o' a roarin' gale
 Past the corrie, an' doon the steep
 Fearless an' straight, as a bird I sweep.
 Ah! my auld blood races young an' warm
 Though the snow lies deep
 On Cairngorm!

At home in Norway before Christmas of 1889, K. J. Johansen saw an advertisement in *Verdens Gang*: Wanted: fifteen strong men who can ski, aged 20-30, to build the Tansandine railway in South America. It took him many weeks to get to Mendoza, Argentina where he began work as a letter carrier over the Andes chain to Portillo, Chile. How many winters Johansen worked as a skiing mailman is not known.³⁴ Besides workers on the railroad, the only other noteworthy skier was Norwegian, Jorge Holter, the supervisor of the telegraph line over the Andes.³⁵

With ever increasing industrial efficiency the world over, by the inter-war period the mail was carried by mechanical means. Railroad lines had edged into the mountain valleys; post busses, today still renowned in Switzerland, plied the narrow roads up to high villages. But, in winter in a few places, postmen continued to use skis to bring the mail. Two illustrations even show female posts on skis in 1930s Germany and in the United States in 1951.



Figure 9: German post woman. This is the only photo I know of a German post woman on skis. Her clothing suggests a date in the 1930s. Women posts started work in the 19th century, and in the 1930s there were many women posts, as men were either drafted to work in factories or into the army.



Figure 10: The mail bag is passed on by Dave Hall to Elizabeth Merian in 1950. She carried the mail for about 25 years to Whiskey Diggings, Poker Flat, and Onion Valley - where few lived on from the old Sierra mining communities of the 19th century, but where the first ski clubs in the western hemisphere were organized in the 1860s. (Courtesy Western Skisport Museum, Soda Springs, California)

It was also the era of increasing industrialization which meant two things where mail delivery was concerned: (1) increased business mail, and (2) increased leisure time. “Mail order” houses could even supply skis! Skiing was no longer just the preserve of the rich, as it had been prior to World War I, but in the 1920s and 1930s, the *Dopolavoro* (After Work) schemes of Mussolini, the *Kraft durch Freude* (Strength through Joy) of Hitler, the *Sport pour tous* (Sport for All) in socialist-leaning France, and Thomas Cook’s trippers from England organized their winter holidays by mail.

Mail on Skis Down-Under

Finally, two more skiing influences coming from Scandinavia, Norway in particular: far away, on the other side of the globe in Australia, the Kiandra gold rush of the Snowy Mountains in New South Wales brought immigrants from Norway and Sweden. In winter they made skis to keep the communication lines open. The best known of the posts on skis was Robert Hughes who appeared in photographs, on postcards and cigarette cards. The shanty-town of Harrietville established a post office in 1865 and a contract was let



Figure 11: Australian postman on skis in the British Empire series of Player's Cigarettes card inserts: “It will astonish many people that such a scene is possible in the colony of New South Wales.” (Allen Archive)

Figure 12: Two photos of delivery of mail in Germany. The mail is brought up to the Winkelmoos post office by mule sleigh. Vacationers on the tiny alm are collecting their mail. For those who are staying in the mountain huts, the postman dons skis and makes the rounds. Winkelmoos lies near the border between Germany and Austria in the Chiemgau of southern Bavaria. (Deutschland, January 1939, Allen Archive)



to Thomas Gallagher for a weekly run from Bright to Dargo High Plains to be done on horseback in summer, and Canadian snowshoes in winter. But after seeing the success of the Norwegian shoes—skis—in Kiandra, the posts all took to them.³⁶

Mail on Skis in America

The settlement of America was over different physical and temporal terrain than in Europe. In the great move out of the east at mid-19th century, woodland tracks provided the way west. Across the plains and into the mountains, fur trappers were joined by gold seekers, and communities formed around the mines. The construction of schools and delivery of mail were seen as the two most important civilizing factors as the American West was settled. The editor of Aspen's *Rocky Mountain Sun* extolled these "two beacon lights of civilization" in 1881.³⁷

The era of carrying the mail on skis, one that produced America's only skiing folk hero, coincided with those years when mechanized transport of mail was in its infancy so there was still a need for the more personal distribution of mail. Interestingly, it was in the new, rapidly industrializing nation of the United States, that carrying mail by skiers was seriously tried and then became standard in the mining camps of Colorado and Idaho. California produced its own immigrant hero, Norwegian-born Snowshoe Thompson.



Figure 13: Since the effort to persuade the USPS to commemorate Snowshoe Thompson failed, his folk-hero status is kept alive with winter gatherings in his name and depictions on envelopes like these, extolling his Genoa, Nevada to Placerville, California crossings. (Allen Archive)

‘Snowshoe’ because the word ‘ski’ was then not in use and skis had in fact a variety of names: Norway skates, Shoes of Norway style, in order to distinguish them from the native American racquet snowshoes. Snowshoe Thompson’s 90-mile route from Genoa, Nevada to Placerville, California joined the Great Utah Basin to the Californian ports. Here was a man “who laughs at storms and avalanches and safely walks where others fall and perish.”³⁸

The Snowshoe Thompson story has been repeated in articles, books, films, and his grave in Genoa is a skier’s pilgrimage goal: the Norwegian team for the Squaw Valley Winter Olympics in 1960 paid their respects. With the success of this route, many communities sought men for such work.³⁹

Throughout the mountain west - Idaho, Utah, Nevada, Oregon, Washington, over fifty by one count in Colorado in 1900,⁴⁰ but particularly in mining country - there was enormous respect for these mail carriers. Sometimes this regard was expressed in sober terms such as “the fidelity of Thomas Brown...who carried the mail during the severest winter known in this country, and at all times, through drifting snow and blinding snowstorms, commendable dispatch has been the rule.”⁴¹ Other times, in home-spun verse, in this case from Idaho:⁴²

The Banner mail carrier,
(Moses Kemper is his name
And he snowshoes for scads and fame)
Stops for no barrier great, or small -
Skims over ‘em all -
And is known farther and wider -
This handsome snowshoe glider -
Than any other slider about ‘these here diggings.’
Right through drifts of snow heaped hugely high,
He’d go in times gone by,
And come gracefully flying in on time.

We might wince at frontier rhyming but Moses Kemper’s skiing was as much appreciated as his dependability to bring in the mails on time.

What is surprising, given interest in the American West and its gold rush, is that in Europe there was no report of the skiing mailmen. It might be because Mark Twain and Bret Harte, to name two authors of the American West who were the most well-known to Europeans, never mentioned them. The actual derring-do quality of the mail service certainly could have been grist for such novelists.

In the inter-war years, Americans took to skiing as a sport with the same enthusiasm as Europeans. “Snow Trains” from Boston, New York, Chicago, Denver, and San Francisco carried city workers new to skiing for weekends in the snow (see Figure 14). This new winter tourism was also organized by mail but quite different from the days when men and a few women kept snowbound communities in touch because they used their skis. The skiing mailmen deserve their place in the growth of the sport.

Endnotes

¹ John Yallowleis, for example, was attacked by a group who “in one very barbarous and uncouth manner forced the said messenger to eat and swallow the whole copies of the said letter.” They then beat him and left him for dead. J.R. Dasent (Ed.), *Acts of the Privy Council*

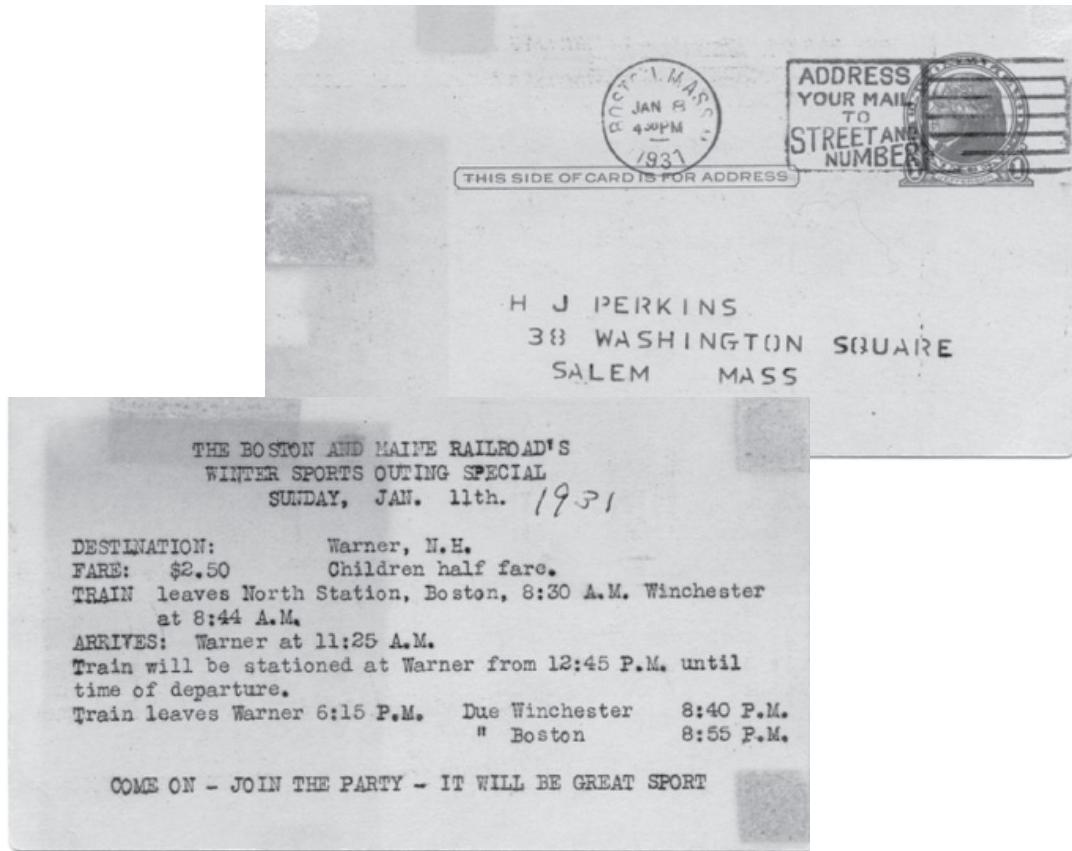


Figure 14: . Postal card announcement for the first regular snow train leaving Boston for Warner, New Hampshire. 197 were aboard. Snow trains became an immediate success, carrying 8,371 that first year in 1931, 10,314 in 1932, 7,703 in 1933, 14,974 in 1934, 17,943 in 1935, and 24,240 in 1936. That required a lot of postcard announcements. (Courtesy New England Ski Museum, Franconia, New Hampshire)



Figure 15: Chocolate tradecard from a series depicting postmen around the world. This is somewhat remarkable because to date there have been no reports of mail deliveries on skis in Canada. I hope readers will respond to the author if they know of any. (Allen Archive)

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- ²⁴ Moralès, *Une histoire culturelle des sports d'hiver*, 114-115. For an idea of the road, see the 1882 painting by William Gersham Collingwood, "On Ruskin's Old Road between Morez and Les Rousses."
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- ³¹ *Year Book of the Ski Club of Great Britain* 1, 3 (1907): 5; Dermot Norris, *Kashmir: The Switzerland of India*. Calcutta: W. Newman, London: Forster Groom [n.d but after 1926]: 125.
- ³² Letters from the General Post Office, London, 29 December 1908 to Kungl. General poststyrelsen, Stockholm and reply of 5 February 1909, and letter Foreningen för skidlöpningens främjande i Sverige to Kungl. Generalpoststyrelsen, *På Skidor* (1909-1910): 252-255.
- ³³ "Ski song of the Braemar postman," *Westminster Gazette* reprinted *Year Book of the Ski Club of Great Britain* (1912): 123.
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- ³⁶ Wendy Cross, *Australian Skiing: The First 100 Years*. Petersham, NSW: Walla Walla Press, 2012, 3, 9.
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- ⁴⁰ Will F. Ferrill Scrapbooks, 3 vols. Denver Public Library, Denver, Colorado, see especially volume 3.
- ⁴¹ *Alpine Chronicle* (1 April 1876).
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More Ski Post images from the Allen collection may be viewed on our web site: www.postalhistorysociety.org.



Figure 16: Braemar postie 1911. (Courtesy Doug Pfeiffer archive, Big Bear, California)

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Post Offices and De-Population

Part Two: A Case Study of the Porcupine Hills, Alberta, Canada

by Dale Speirs

In the Canadian province of Alberta, the colonization of the Rocky Mountain foothills in its southwestern corner began in the late 1800s but didn't really get going until a north-south railroad was built by the Canadian Pacific Railway (CPR) in 1892 along the east side of the foothills. One range of foothills are the Porcupine Hills, which were discovered to be good grazing for ranchers. Figure 1, taken in 2013, shows a typical view of the interior of the hills, which are given over entirely to cattle ranches. The eastern side of the hills where the land is flatter is commonly cultivated for canola and hay. The ranches have consolidated over the past century, as a result of which the number of families living in the hills has fallen considerably. Combined with good roads that made for easy access to the towns of nearby towns of Stavely and Claresholm on the rail line (and later the main highway), this eliminated the need for ranch house post offices, and there are no postal facilities in the hills anymore. Today Claresholm and Stavely have the only two remaining post offices. Figure 2 shows a modern map of the area in relation to Calgary.



Figure 1: The Porcupine Hills 2013.

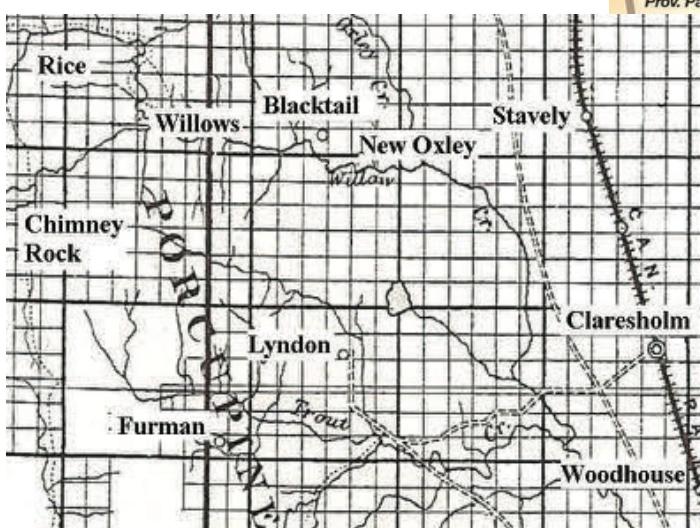


Figure 2: a modern map showing proximity of the ranchlands west of Stavely and Claresholm on the main highway to Calgary.

Figure 3: a map showing the locations of the Porcupine Hills pioneer post offices west of Stavely and Claresholm on the railway.

The railroad came along the eastern side of the hills along the line where the land makes a transition between the hills and the prairies. Three settlements grew up along the railroad that had post offices, and there were several ranch house post offices in the hills. Figure 3 is a map of all the pioneer post offices. The small squares on the map are one mile on each side. Woodhouse still exists as a hamlet but no longer has a post office. In the 1950s, Highway 2 was built alongside the railroad and is now the major north-south route in Alberta. The railroad tracks were lifted in recent decades after freight transport went to semi-trailer trucks and residents began driving cars instead of taking the passenger train.

Lyndon

Charles Augustus Lyndon was an Irishman who had served in the British Navy during the Crimean War, then later immigrated to Salt Lake City, Utah. While there, he married a Kentucky widow named Margaret Erwin who had three sons by her previous marriage, and by Charles had another son William Augustus. In search of better opportunities and to escape the Mormon War, they migrated north. At Fort Macleod the local Royal Canadian Mounted Police advised them that the Porcupine Hills were a good place to homestead. In 1881, they established the Lyndon Ranch in the northern hills, along a creek of the same name, and prospered over the years. After the railroad came through Claresholm, there was a surge in settlers, and the population grew enough to justify a ranch house post office in the hills.

The Lyndon post office opened on July 1, 1893-07 with Charles as postmaster. Figure 4 shows the proof strike of the first postmark. Charles couriered the mail from Claresholm once a week on Friday and the other settlers came into his ranch to get their letters. The Lyndons bought a phonograph in 1899 and neighbors waiting to pick up their mail would be entertained by what was at the time cutting-edge technology. Square dances were occasionally held on mail days and lasted to the next sunrise. Normally Charles used a buggy but when the creeks were in spring flood or the snow was heavy he would switch to a pack horse. There would be one horse on each side of the creek, hobbled so the one not in use wouldn't go far, and the mails would be rowed across in a boat. Charles also collected the mail for the Furman ranch house post office when it opened in 1911 further into the hills. Furman's only postmaster Fred Burton would meet him at the Lyndon ranch and take it onward. In later years, Burton took over the entire mail route.¹

Charles died in 1903 shortly after retiring. His son William inherited the ranch and on October 1, 1903 became the postmaster. The ranch continued to expand as William bought out neighbors, which helped sow the seeds of the post office's demise by slowly depopulating the area. William is listed in a 1903 directory of stamp collectors.² The gross revenues of Lyndon post office do not show that he was selling any unusual sums of postage that might be attributed to philatelists, at least not enough to be detectable.³

William died in 1938 and his widow Clara took over on May 25, 1938. In 1944 due to her advanced age she moved to Calgary, although the ranch stayed in the family until 1966. Without her, the post office closed on March 31, 1944, not



Figure 4.

just because of her absence but also due to limited usefulness. By that time, depopulation and good roads had taken their toll and ranch house post offices everywhere were being phased out. The ranch has changed hands a few times since but is still operating under a different family. Figure 5 is a photo I took in 2013 at the front gate to the ranch, showing Lyndon Creek winding its way through the hills.



Figure 5: Lyndon Creek & Ranch, 2013.

Furman

Frederick Alfred Burton was an Ontario farm boy who worked on various southwest Alberta cattle ranches before taking up a homestead in the northern Porcupine Hills. The Furman post office was on his ranch and took its name from his wife Minnie's maiden name. It operated from June 1, 1911 until March 31, 1944, with Burton as the only postmaster. Figure 6 shows the proof strike of the post office. Over the years, Burton bought out most of his neighbors one by one, thus depopulating the area. One of these neighbors had a better house than his, so he and his family moved to it, taking the post office with them. The post office closed for the same reasons as Lyndon and on the same date. There were simply too few ranches left to justify a post office, so a rural mail route was established instead. In 1951, Burton died of advanced years.



Figure 6.

Rice And Chimney Rock

The ranch house post offices of Rice and Chimney Rock were in an area originally called Happy Valley. The name died out because of constant feuding over land titles and claims between leased-land ranchers, squatters, and homesteaders. Between 1906 and 1916, so many legal writs were issued among the three factions that lawsuits constituted the second-largest industry in the area after livestock grazing. The 'Mounties' were frequent visitors to the area in order to serve statements of claim or eviction orders. By 1916, the combatants had either worn themselves out or sold their land and left for friendlier pastures.⁴ The unhappiness of the valley was such that by 1916 none of the original inhabitants remained, but finally all the land titles were established one way or another.

Rice post office was named after William Henry Rice, an Ontario man who in 1892 was the first to homestead in the area, although he soon left.⁵ The only postmaster was Andrew C. Cleaver, who operated the post office from October 1, 1913 until March 25, 1916. He raised horses, not cattle. Even for the hills this was a remote post office with few inhabitants. The gross revenue peaked at \$15.49 the second year and went down from there. The mail route was from Pekisko, a now-extinct ranch house post office well north of the Porcupine Hills. Cleaver was one of the litigants in the valley, and in 1916 he gave up, sold the ranch, closed the post office, and moved to a new ranch far away on the Highwood River. He later retired to the town of High River.

Chimney Rock post office was southwest of Rice and further still back into the hills. It is the name of a prominent hill capped by a vertical column of rock, and was a navigational landmark for those traveling in the area since it can be seen for some distance rising above surrounding hills. Figure 7 is a telephoto shot I took in 2013 from as close as I could get. Unfortunately it is now deep inside a ranch that is posted property and not accessible to the public.

The post office of Chimney Rock lasted less than a year, from December 1, 1908 until December 21, 1909. Figure 8 is the proof strike of the postmark.

Frederick B. Axtell was the only postmaster and operated it out of his ranch house. He was originally from Montana but little is known of him other than his wife was named Alberta Rose, who obviously must have been born in the territorial district.⁶ (The wild rose is the floral emblem of Alberta and is abundant throughout the province.) The post office reported \$31 in gross revenue during its short lifespan.

The consolidation of ranches in the mis-named Happy Valley was, like elsewhere in the Porcupine Hills, mainly due to economic and social factors, but had the added factor of the title disputes speeding up the process. One can speculate that had the feuding not happened, the ranch house post offices of Rice and Chimney Rock would have survived to about the same time as Furman or Lyndon. However, the consolidation of ranches would have happened no matter what, as the children found adult lives elsewhere and economy of scale was the only way a modern ranch could survive.

New Oxley

This area was first settled and known as The Leavings, so-called because oxen freight teams traveling along the eastern edge of the Porcupine Hills would stop at Willow Creek to water and camp overnight. From there, they would leave for either Calgary or Fort Macleod, depending on which direction they were going. There were two different fords on Willow Creek called The Leavings, both of which had post offices named after them and which may cause confusion among postmark collectors. The Leavings was not so much a specific point of the oxen trail but rather a general location along the creek. The southern version of The Leavings post office changed its name to Granum and still operates today (lower right of both Figures 2 and 3).

At the northern end of The Leavings, the Oxley Ranch established its headquarters in 1881. It was named after Oxley Manor, Wolverhampton, England, the original home of one of the ranch co-owners, Alexander Staveley Hill (who preferred his middle name).⁷

In 1884, the ranch headquarters were relocated further north. That same year, a post



Figure 7: Chimney Rock, 2013.



Figure 8.

office was opened on February 1, 1884 under the name of The Leavings. Exactly three months later it was renamed New Oxley to make its location more precise. John R. Craig was the first postmaster and served until March 5, 1891 when he left the area. He was one of the original partners in the Oxley Ranch with Staveley Hill and others, and acted as the ranch manager. The ranch was always on shaky financial ground and there was a falling-out between the partners in 1891 that led to Craig's departure. He moved south to the Meadow Creek area of the southeastern Porcupine Hills, where he ranched on his own.

H. Stanley Pinhorne, a nephew of Staveley Hill, took over as ranch manager and postmaster until his death on October 1, 1892. The final postmaster was Frederick William Elliott, who served until June 30, 1916 when the post office permanently closed. Figure 9 is a photograph of him. Ranchers in the area bought each other out and there are few separate operations today. Depopulation, with an assist from good roads, finished off this ranch house post office.



Figure 9: Postmaster Elliott.

Willows and Blacktail

West of New Oxley on the northern tip of the Porcupine Hills is the Willow Creek area, so named because shrub willows grow abundantly along the banks of creeks and in sloughs. A post office named Willows opened on September 5, 1903 on the ranch of Duncan S. McIntosh, who was its only postmaster. He was an Ontario man who came out west in 1886 and worked as a cowboy for his uncle on the 44 Ranch in the Porcupine Hills. He was considered the best cowboy in the hills and was elected by his peers as captain of the annual roundup in the days of the open range, when everyone's cattle grazed together in giant herds and were only segregated at the autumn roundup. Figure 10 shows him sitting on top of a steer after roping it down. The Willows post office operated in McIntosh's house until March 31, 1911, when he sold his ranch and accepted a position as a superintendent at Banff National Park. He later moved to Calgary as a livestock dealer and in 1953 finished his days.

After McIntosh left the Porcupine Hills, there were no postal services at the north end of the hills until another Willows post office opened further east on July 1, 1912 in the ranch house of

Thomas R.C. Boulton. He was an Englishman who came to Canada in 1897 and worked on various ranches. In 1909, he bought a ranch along Willow Creek. The mail route was via Stavely. The post office opened under the name Willows, but on March 31, 1913 changed its



Figure 10: Postmaster McIntosh at a cattle roundup.

name to Blacktail. The name was after the deer known today as mule deer, which are very common in Alberta. The name “blacktail deer” is now restricted by zoologists to a closely related subspecies found along the Pacific coast and mountains, while present-day Albertans refer to their subspecies as mule deer because of their big ears. Figure 11 is a proof strike of the Blacktail postmark. During this era, the number of ranches dwindled as they bought each other out.

Boulton held the postmastership until 1936 when he was the victim of a hit-and-run accident, dying in hospital on December 27 of that year. His widow Clara took over the post office until December 31, 1939 when she remarried and moved to Calgary.⁸ The post office then permanently closed as there weren’t enough people left to justify it continuing. Postmark collectors should note that there is a difference between the two Willows post offices. There was also a Willow Creek post office near Drumheller but that was in a different geographical area and was not on the same creek in the Porcupine Hills.

Conclusions

In reading through the local histories of the area, it was obvious to me that the ranch house postmasters were themselves mainly responsible for the death of their own post offices. Good roads certainly played a part, but it is notable how much land was consolidated into a few large ranches as families sold out and the remaining ranchers took the opportunity to expand. A ranch can only support one family, so most of the children reaching adulthood must find their lives elsewhere, usually in town. Ranching is the least intensive type of agriculture and thus needs the least amount of labor, enabling the remaining families to expand their ranches without requiring too much more work. This, more so than good roads, depopulated the Porcupine Hills, and left the ranch house post offices with little more than one or two families to use them. The good roads then enabled rural mail delivery and the end result was inevitable.

Endnotes

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- ² Gray Scrimgeour, “Philately in western Canada: The Prairies. Part 2,” *Canadian Philatelist* 2013, 64(2):102-106
- ³ Canadian Post Office (1893 to 1944) “Report of the Postmaster General,” *Sessional Papers of the Dominion of Canada*, Appendices C and D
- ⁴ Various authors, *Mosquito Creek Roundup*, 1975. Pub. by Nanton and District Historical Society.
- ⁵ Aphrodite Karamitsanis, *Place Names of Alberta*, 2000. Vol. 1, Mountains, Mountain Parks and Foothills. Published by University of Calgary Press.
- ⁶ Barbara Thomas (2000-05-30) Frederick Axtell in Alberta (Rose) Thomas. <http://genforum.genealogy.com/axtell/messages/101.html>
- ⁷ Various authors, *The Butte Stands Guard*, 1976. Pub. by Stavely Historical Book Society, Alberta.
- ⁸ Library and Archives Canada, Post offices and postmasters. www.collectionscanada.gc.ca/databases/post-offices (downloaded 2013-09-09)



Figure 11.

Dale Speirs, an active postal historian and researcher, is editor of the *Calgary Philatelist* (journal of the Alberta, Canada, philatelic society).

Development of Transatlantic Airmail Services 1928-1945: Part 2a

Pan American Airways Operations

by David Crotty

In the spring of 1939 Pan American Airways was ready to begin commercial flights to Europe. The earlier agreement with Imperial Airways had been made that both airlines would wait until both airlines were ready. Pan American now had the huge Boeing 314 that was being used successfully in the Pacific. Imperial Airways had the Short C Class aircraft that could make the trip across the Atlantic with a refueling after takeoff.

On March 3, 1939 the new Boeing 314 NC18603 was christened by Mrs. Franklin D. Roosevelt as the *Yankee Clipper* with a bottle of water from all seven seas. Starting March 26, 1939 the *Yankee Clipper*, conducted a survey flight, Table 8, from Baltimore, via Azores, and Lisbon to Marseille and stopped at Foynes on April 11, 1939. The survey continued to Lisbon then to Azores, Bermuda and Baltimore. The survey was commanded by Capt. Gray. It happened that Engineering Officer C. D. Wright carried in his gear a cover (Figure 1) that he had stamped with Irish postage stamps and cancelled at "Faing, Co. Luimnigh" (Gaelic for Foynes, Co. Limerick). Other crew members are known to have carried souvenir covers as well, despite the fact that PAA had forbidden souvenir covers on survey flights after early Pacific survey flights had been overwhelmed with collector mail. Lead pilot Captain Edwin Musick had been severely reprimanded in 1937 for carrying a souvenir cover for a New Zealand friend on a flight just before he and his crew were lost in the *Samoan Clipper* accident at Pago Pago.



Figure 1: Souvenir Cover Carried on first PAA B314 Atlantic Survey

Pan American Airways Commercial Transatlantic Services

PAA's entrance into the Atlantic market, Figure 2, could have been a simple matter of solving technical problems and expanding mail, passenger and freight services. The world was moving irreversibly toward a massive war and that made the operations much more complex. On May 20, 1939, exactly 12 years to the day after Charles Lindberg's nonstop trip to Paris, the *Yankee Clipper* made the first commercial flight across the central Atlantic to the Azores, Lisbon, and Marseille. This service became known as FAM 18. The first 14 transatlantic flights did not include scheduled stops at Bermuda. The available sources

differed on when the first Bermuda stops occurred. The recent discovery of PAA "Trip Summaries" at the University of Miami Richter Library shows that an unscheduled stop at Bermuda was made on the very first FAM18 westbound return flight on May 26, 1939 due to weather. The next stop at Bermuda was trip #28, a westbound flight, on August 31, 1939 "with special permission." Most westbound flights after that made the stop. The first eastbound stop at Bermuda was trip #31 on September 6, 1939 due to engine trouble but most trips after that made the stop.

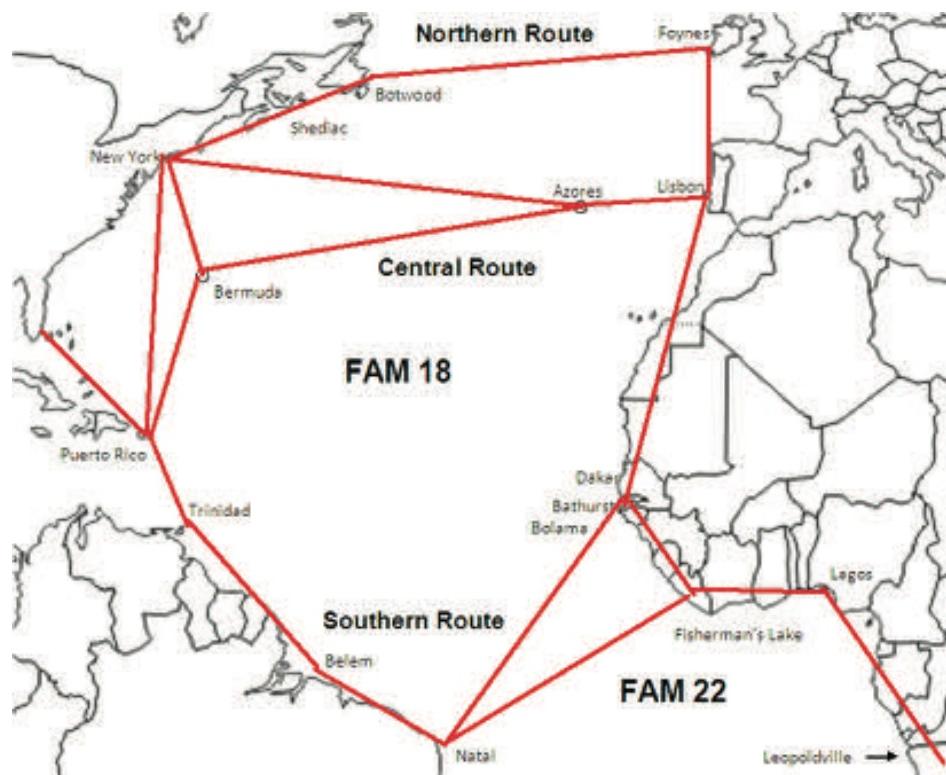


Figure 2: Compilation of PAA Commercial Atlantic Routes 1939-1945

Table 8: First Atlantic Boeing 314 Survey Flight Yankee Clipper NC18603
Trip: 23 Days 11,017 Miles

Segment	Departure	Date	Arrival	Date
1	Baltimore	26 March 1939	Horta	27 March 1939
2	Horta	30 March 1939	Lisbon	30 March 1939
3	Lisbon	30 March 1939	Bay of Biscane*	30 March 1939
4	Bay of Biscane	31 March 1939	Marseilles	31 March 1930
5	Marseilles	4 April 1939	Southampton	4 April 1939
6	Southampton	11 April 1939	Foyne	11 April 1939
7	Foyne	12 April 1939	Southampton	12 April 1939
8	Southampton	13 April 1939	Lisbon	13 April 1939
9	Lisbon	14 April 1939	Horta	14 April 1939
10	Horta	15 April 1939	Bermuda	16 April 1939
11	Bermuda	16 April 1939	Baltimore	16 April 1939

*Unplanned stop due to weather at Marseilles.

The first commercial PAA flight across the North Atlantic to Foynes was conducted from New York, June 24, 1939, to Sheddac, Botwood and then to Foynes. Imperial Airways flew parallel flights, Table 4 (*PHJ* 157, page 32). The PAA flights through Foynes continued on to Southampton until August 30, 1939.

After August 30, 1939, due to the declaration of war by France and Great Britain, the Marseille and Southampton stops were eliminated. All PAA flights stopped at the neutral ports of Lisbon or Foynes. In addition, after the northern route ended due to the onset of winter on October 10, 1939, the northern route was suspended during 1940 and 1941 for PAA flights due to the "President's Neutrality Act," despite the continued flights of British Overseas Airways Corporation (BOAC, formerly Imperial Airways) in the autumn of 1940. PAA restarted the northern route through Foynes on May 18, 1942 after the US entered the war and continued each year depending on the weather, Table 9. BOAC shuttled mail and passengers to and from Foynes to British ports, from that time on during the May to October northern season. In October 1945, with the war ended, PAA and other airlines began to use land planes at the former military land base across the Shannon River, now the Shannon Airport. The last transatlantic seaplanes to use the Foynes port were Boeing 314 charters for two tours to Lourdes in September and October 1947.

Table 9: Northern Route New York-Foyne 1939-1945

Years	PAA B314 Operating Period
1939	June-October
1940, 1941	Suspended
1942	May-October
1943	May-October
1944	May-October
1945	May-October
1945	October onward DC4 Aircraft

Note: Foynes was a busy port year round used by BOAC, PAA, American Export Airways to and from the ports of Bermuda, Lisbon, Poole, and Port Lyautey, Morocco as well as Botwood in season.

A competitor of PAA, American Export Airways (AEA), purchased three Vought Sikorsky VS44A four-engine flying boats and began regular transatlantic service on June 20, 1942. PAA objected to this strongly but AEA was allowed to fly the route to Foynes and other Atlantic routes similar to the PAA routes. PAA tried to restrict AEA to carrying only military mail and may have been successful. It is assumed that AEA eventually carried a mix of military and civilian mail. In any case mail carried by AEA cannot be distinguished from PAA mail.

Another effect of the onset of war in Europe was that Great Britain immediately began to censor mail. Censor stations were set up all over the world to screen ship and air mail. Such a station was set up at Bermuda so that mail was taken off ships that happened to dock there. Mail on PAA flights was not taken until the *American Clipper* landed in Bermuda on January 18, 1940.

PAA objected to this practice and after mid-March 1940 declared that flights would overfly Bermuda. However, the winter of 1940 was so severe that as many as 20 flights were forced to land at Bermuda due to fuel shortage after facing high winds. New York harbor froze over and alternate sites had to be chosen from January through March 1940,

Table 10. Eventually PAA made accommodations that its flights were to deliver loads of mail at Bermuda and pick up previous loads for continued transport. Bermuda was not always a stop. Bermuda mail was delivered by the PAA Bermuda-Baltimore service that continued separately.

Table 10: Winter of 1940, Alternate PAA Ports

Clipper	Alternate Eastbound Port	Date	Clipper	Alternate Westbound Port	Date
American	Baltimore	3 Jan	American	Baltimore	15 Jan
Atlantic	Baltimore	7 Jan	Atlantic	Baltimore	19 Jan
Dixie	Baltimore	10 Jan	American	Charleston	30 Jan
American	Baltimore	18 Jan	Yankee	Baltimore	9 Feb
Yankee	Norfolk	23 Jan	Atlantic	Baltimore	9 Feb
Atlantic	Miami	29 Jan	American	Baltimore	23 Feb
American	Charleston	3 Feb	Yankee	Baltimore	23 Feb
Yankee	Baltimore	12 Feb	Dixie	Baltimore	29 Feb
Dixie	Baltimore	16 Feb	American	Baltimore	4 Mar
American	Baltimore	26 Feb	Yankee	Baltimore	8 Mar
Yankee	Baltimore	2 Mar			
Dixie	Baltimore	6 Mar			
American	Baltimore	9 Mar			
Atlantic	Baltimore	20 Mar			

PAA's transatlantic service provided mail transport between North America, South America and the Caribbean to/from Europe and all countries to the East. BOAC, the Dutch KLM and Air France had routes to the Middle East and beyond to Asia and the South Pacific. Postage rates were cheaper via PAA through Lisbon to the East than via PAA across the Pacific but for most countries there was no routing via PAA Pacific past the PAA terminals of Manila, Hong Kong, Auckland or Singapore. Mail to Europe from Lisbon was carried by Deutsche Lufthansa (DLH) and the Italian Ala Littoria as well as BOAC and KLM. The German invasion of Europe in May 1940 shut down a number of these connections. Southern France was not occupied by the Germans immediately and the Vichy areas of France were served through Marseilles. Even after the US joined the war PAA continued to carry mail between non-combatant countries from and to Lisbon and mail was carried by DLH or Ala Littoria to their occupied areas. DLH mail flights continued in some parts of Germany almost to the day of surrender.

In June 1940 nominally neutral Italy declared war on Great Britain and that closed the Mediterranean area to commercial aircraft. This cut the link for Allied air mail to the Middle East and other Eastern countries. Much of the mail was immediately carried by sea to and from Durban, South Africa to connect with the remaining BOAC Horseshoe Route. Some mail was sent, at much higher postage rates, across the Atlantic to the US, via US domestic air mail to San Francisco, and then with PAA's Pacific routes, also known as the Two Ocean Route. Rates were available for virtually all Asia, Middle East and African countries via this route. In addition to the Two Ocean postage rates there were a number of Single Ocean rates in which the letter traveled by surface over one sea (usually the Atlantic) and by air across the other. These rates started during the summer of 1940 and ended in December 1941 as the Pearl Harbor attacks ended PAA's Pacific routes.

Another effect of the war was that Canadian air mail to and from Europe mostly traveled by ship across the Atlantic starting in 1942 and quite a lot of other air mail traveled by sea as well. Much mail between Canada and Great Britain subsequently was carried by the Ferry Transport Command which moved war aircraft to Great Britain and carried the pilots' on their return, and by Trans Canada Air Lines and BOAC with land based aircraft.

The Southern Route

The winter of 1940 caused PAA to request permission to fly a more southern route through Africa, South America and the Caribbean. Pan American started up such a route in early February 1941. This route, Figure 2, flew westbound "clockwise" only, south to Bolama then across the South Atlantic to Natal and/or Belem to Trinidad, San Juan, Bermuda and New York. The route started up so quickly that PAA had to prepare the first flight covers for the trip in anticipation of collector demand. This first period was flown from February 1 to April 29, 1941. The route was picked up again in late November 1941 as winter approached. The dates and times of the PAA flights are known because PAA published schedules through the end of 1941 in newspapers like the *New York Times*, and the *Oakland Times*.

When Japan attacked Pearl Harbor and the US entered the war the information sources went dark. Pan American Airways published a full-page ad in several magazines including *The Saturday Evening Post* reporting that operations would continue but flight information would not be published. The records from Bermuda and Foynes as well as some records for 1939-1941 are available but little was known about the operations until very recently.

PAA obtained permission to fly the Clockwise route. There are some confidential schedules to suggest that this happened; now some primary sources, the Trip Summaries, have been uncovered to clearly document these operations.

Somewhere on a dusty shelf at the British National Archives in Kew, Richmond, Surrey, is stored an incredible document with the title *Report of Progress of Civil Aviation 1939-1945*. This document will have great importance as this discussion continues in Part 3. The document is hand typed, single spaced on foolscap paper and goes on to 600 pages. The document became known as the CAA Report because it was found in the Civil Aviation Authority files. The CAA didn't exist until much more recently and was known as the Ministry of Transportation back then. The author(s) of this document is (are) unknown. In addition the sources of the information are largely unknown as well. The author provides a rather detailed commentary on civil aviation of two areas: British owned companies, and general aviation through British territories. It may have been classified for some time but was discovered in the 1980's. It appears that much of the information in this work was obtained from airline timetables that the Ministry had collected.

Two researchers have explored this work. One, John Wilson, obtained copyright permission to publish the work in its entirety if retyped and published in 2009 about 264 pages of the main sections of the document. Wilson also provided a detailed analysis of the document.

A second researcher, John Daynes, appears to have found the document independently and provided lengthy commentary on the British aviation portion. Daynes used commentary by another author, Ian Warn, who searched the records of the Swiss PTT Guide for information about non British operations.

Table 11: Lisbon to New York via West Africa, Brazil and the Caribbean
February 1941 through January 1946

Period of Operation	Route
Winter 1940	Rough Winter
Winter 1941	Clockwise Only
1942	Two Way Permission Granted
January-October 1942	Two Way
November 1942-May 1943	Clockwise Only
May 1943	Foynes-Lisbon-Africa-Brazil-NY-Brazil-Africa-Lisbon
June 1943	Two Way
October 1943	Clockwise Only
May 1944	Foynes-Lisbon-Africa-Brazil-NY-Brazil-Africa-Lisbon
May 1945	Natal-Africa-Lisbon Two Way
January 1946	Last B314 Commercial Lisbon-NY Flight
June 1946	Last PAA Cargo Brazil-Africa Flight

The *Report* provides many of the details that are available from other sources up until the start of the European war in September 1939. After that some sources dried up. After the US entered the war in December 1941, almost all sources of information became confidential. In fact one source cited here simply had to end in early 1942 due to the lack of information.

A comparison of several secondary sources provided an outline shown in Table 11 of how the Southern Route probably operated between its inception in 1940 to early 1946. This has been largely confirmed by the discovery of the Trip Summaries.

A number of secondary sources of schedule information have been identified. In some ways they complement each other. In some ways some information seems to be in conflict. This complex subject which was explored in detail and the very recent discovery of primary sources will help to form a much more clear history of PAA operations.

New York and Miami Via Brazil to Africa

Mixed in with the nominally commercial PAA operations that had just begun flying the southern route during the winter of 1941, were a number of odd, semi-secret operations that PAA originally called “Charters.” The records of most of these Charters are to be found at the University of Miami Richter Library’s special collection of PAA records. Peter Berry provided a very complete discussion on these operations in an article and a self published book. These missions were called Charters until April 1942 when PAA began to call them Special Missions. The complete list of these missions shows that the missions started on April 7, 1941. Most of the missions went to Africa by jumping across the South Atlantic at Natal, Brazil just like the French and Germans did. Most of these missions were to support the buildup in Africa that was designed to assist British operations. Many of the missions consisted of multiple cargo shuttles between Natal, Brazil and Fisherman’s Lake, Liberia. These shuttles became the main route for mail between the Americas and Eastern countries. These Special Mission shuttles were operated for the Army and ended on 18 May 1943. The clipper shuttles became obsolete as the C-54 Skymaster operations discussed below took over. However, PAA continued to operate an occasional shuttle between Natal and Fisherman’s Lake through the war, ending in June 1946.

The cover in Figure 3 shows that Charter No. 3 was actually made in late August 1941 (a date corroborated in the Richter Library) rather than earlier as Berry had noted. Details of the flight were included in the correspondence (given to John Wilson) of Jim Adams, an engineer who had worked in Africa helping to build the facilities at Fisherman's Lake (Lake Piso) in Liberia. The record of his travels aboard the *Yankee Clipper*, NC-18603, started August 23, 1941, the exact schedule of Charter No. 3. Mr. Adams was carried to Bathurst, Gambia and then transported to Monrovia, Liberia on the British corvette *Asholet*. Once in Liberia he handed his friend, a rubber plantation manager near Freetown, a cover he had postmarked in New York and in Monrovia to commemorate the trip. This cover, appears to be the only known souvenir cover carried on any of the Charters or Special Missions.



Figure 3: Souvenir Cover carried on Carter #3.

The Charters/Special Missions laid the groundwork for the next phase of PAA's transatlantic operations, a route between Miami and Leopoldville which became known as FAM 22. Winston Churchill, at a conference in London, specifically asked Juan Trippe, the president of PAA, to develop a commercial route for the same route that his planes were flying. Some of the Charters/Special Missions doubled as survey flights to Bathurst, Fisherman's Lake, Lagos and Leopoldville and some of them doubled as FAM 22 flights.

On 6 December 1941 the *Capetown Clipper*, NC18612, left New York for Bermuda where it dropped off mail for censorship and proceeded to San Juan. Two smaller clippers had carried the souvenir covers and passengers from Miami. The aircraft continued to Trinidad, Belem and Natal, Brazil. By the time the flight reached Trinidad on December 7 the Pearl Harbor attacks had occurred. The crossing to Bathurst, Gambia occurred on December 10. Lagos, Nigeria was reached by December 11 and Leopoldville, Congo by December 12. The first five round trips used Bathurst, a British colony that was surrounded by the Vichy French colony Senegal. For this reason the route moved to Fisherman's lake near Monrovia, Liberia after January 14, 1942. How often the aircraft actually traveled all the way to Leopoldville has been much discussed. The history of this route is to some extent unknown due to the lack of real records. A search of the PAA confidential timetables, the CAA Report and PAA records at the University of Miami, suggest a history of the route as shown in Table 12.

Table 12: Miami to Africa Routes 1941-1945

Miami-Brazil Leopoldville Route	
Dec 1941-Oct 1942	Boeing 314 12 round trips plus 5 charters to Calcutta and other ports.
Oct 1942-Sept 1944	Direct Leopoldville Suspended
Nov 1942-June 1946	PAA Africa-Orient "Cannonball"
Sept 1944-Jan 1945	<i>China Clipper</i> Martin M130
8 Jan 1945	<i>China Clipper</i> Crash at Trinidad
Jan 1946 Forward	Douglas DC4

As the war progressed the needs changed and this resulted in numerous route changes that are reflected in the confidential timetables, the CAA Report and the "Trip Summaries." The Trip Summaries show that the timetables were not always followed closely. Beith extends the African route story and should be read carefully by any Atlantic air mail collector.

The term FAM 22 has been used affectionately by collectors and that practice has been criticized recently. An incomplete collection of about 12 "Foreign Air Mail Service" Orders of the Postmaster General of the US Post Office Department have been passed around by Aerophilatelists for decades but their source is unknown. These are dated from June 1943 to January 1946 in which the Miami to Africa route is termed FAM 18 rather than FAM 22. None of these sheets could be found at the US National Archives. It happens that this designation change can be noted in the Swiss PTT postal guides from the period as well. This is a complex subject that is discussed in another paper (*PHJ* 152).

In February 1942 after about four FAM 22 trips, with the US now at war and West Africa becoming a very busy place, PAA sent four cargo experts on foreign assignment to improve the handling of cargo. Three of these men traveled to Natal, Brazil and one to Lagos, Nigeria, then the cargo terminal. At the time these men thought a 1000-pound load was very large indeed. By autumn of 1942 it was unexceptional for 32,000 pounds of cargo to leave Natal in less than six hours. From February 1942 through February 1943 over 2,600,000 pounds of express cargo and 275,000 pounds of mail would cross the South Atlantic. Only four aircraft, the *Anzac*, *California*, *Capetown* and *Pacific Clippers* carried 95% of that load. Table 13 illustrates the amounts of air mail and express cargo carried from March 1942 through April 1943 to illustrate the immense movement of material that continued throughout the war years.

The report from these four men dated June 1, 1943, provided details of how they used local labor to build warehouses using local methods, without the need for nails and cement. The Lagos terminal was changed to Fisherman's Lake in Liberia in June 1942. There the cargo had to be carried on small boats to shore and by human labor about a mile to the land airport built nearby. Eventually a road was built to the shore and a dock built out the aircraft moorings. The two doors for the Boeing 314 aircraft were designed for humans not cargo. The report recounts the effort required to move 700 pound drum into and out of these small doors. At one point a captured artillery piece was maneuvered through this door and laid between the passenger seating. The shuttles were assisted on the Americas side by many airline flights from the U.S. to Brazil. On the Africa side

PAA-Africa built a route of airports in Africa, the Middle East and India and along with BOAC carried the mail, cargo and personnel in those areas. The Clipper shuttles ended abruptly on May 18, 1943. The PAA Africa Orient routes using the C-54 Skymasters had taken up the load.

Table 13: Total Mail and Cargo Transported between Brazil and Africa (both ways) by PAA Boeing 314's between March 1942 and April 1943

Date	Mail (Lb.)	Cargo (Lb.)
Mar-42	21,000	29,000
Apr-42	27,000	66,000
May-42	10,000	81,000
Jun-42	14,000	105,000
Jul-42	12,500	204,000
Aug-42	9,000	264,000
Sep-42	17,500	318,000
Oct-42	26,000	378,000
Nov-42	19,000	432,000
Dec-42	48,000	462,000
Jan-43	59,000	150,000
Feb-43	45,000	75,000
Mar-43	33,000	285,000
Apr-43	29,000	231,000

The *China Clipper* had continued the San Francisco to Hawaii route after the war began, but was moved from the Pacific in 1943 to the Caribbean area and was assigned to the Miami to Panama Canal route. It is possible that this flying boat made some unscheduled trips to Africa as early as the spring and summer 1944. The *China Clipper* officially took over the Miami to Leopoldville route on September 21, 1944 to re-start the bi-weekly schedule. Unfortunately in the evening of 8 January 1945 the *China* hit an unlit object in the Trinidad harbor with the loss of about 23 passengers and crew. This accident didn't end commercial transatlantic operations between Africa and Brazil. The C-54 Skymasters did that job.

In the early part of the war there was very limited capacity for mail between Lisbon and West Africa. Generally only military mail was carried. Once the jumps between Brazil and Africa were established, mail from the Middle East and Asia could use that route to get to the US and then was further transported to Europe to form what was called the Double Atlantic route. The only known official acknowledgement of this route is found in the Swiss PTT Quarterly Guide. This continued perhaps from late 1941 through late 1942 or early 1943. By that time PAA flights between Lisbon, West Africa and Natal were established as extensions of the commercial operations. This route became important to South Americans who wanted to have a replacement for the LATI and earlier flights that traveled directly to Europe. These subjects have been discussed in detail in another paper (*PHJ* 152).

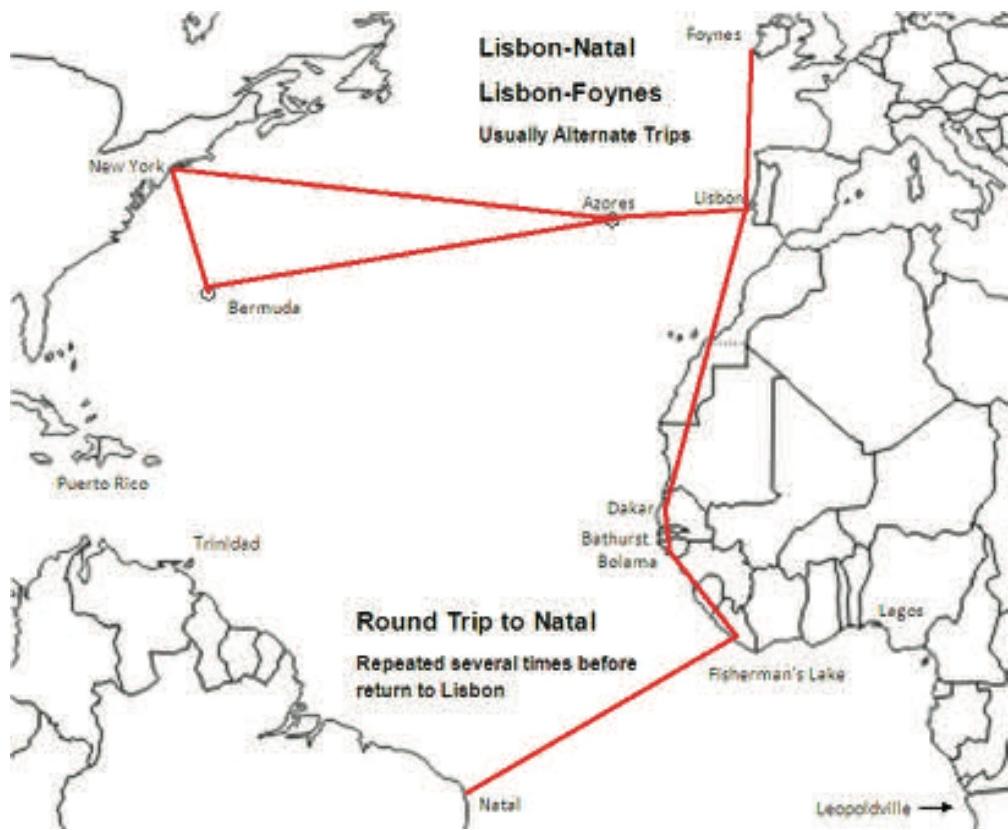


Figure 4: Foynes and Natal Spurs added in 1943 and 1944.

On 10 November 1942 PAA began an assignment to fly a Miami to India shuttle using Army owned land-based C-54 Skymasters with PAA civilian crews. The route grew to the point where there were sometimes 20-30 aircraft in transit on any given day and took 3.5 days to complete the route, as opposed to the 15 days it took a clipper on a similar route. This operation became known as the Cannonball and was operated by the PAA Africa-Orient division. By May 1943 this operation made the clipper shuttles obsolete. The Cannonball carried much of the mail although BOAC and Sabina also connected with PAA routes. The Cannonball changed routes as needs changed through to the end of the war. The last PAA Africa-Orient flight landed on June 10 1946 and a ceremony was held at LaGuardia Airport in which the military thanked the 110,000 PAA employees for a job well done.

Summary

This series of articles provides many details of the development and operation of air routes between North America and Europe and Africa between about 1937 and 1945. The British, German and American companies used the best technology available at their disposal for the times to accomplish the dream of scheduled transatlantic passenger, mail and cargo transport. The unfortunate onset of World War II interfered with the development long before the war actually started. Once the war was in effect, the cargo needs of the war effort as well as the censorship of mail very much slowed the mails.

Until very recently, the lack of primary flight data left us guessing how some of the mail traveled. Another paper (*PHJ* 152) analyzed the available secondary sources

and continued the narrative of the South Atlantic operations. The newly discovered Trip Summaries provide considerable data that will help solve some of the riddles. A book is now available to catalog the Trip Summary information as well as considerable more information discovered recently in the PAA Special Collection held at the University of Miami Richter Library.

Finally two very recent papers discuss the important point that the clipper shuttle missions, the route from Miami to Leopoldville (aka FAM22), the PAA-Africa operations, and the PAA Africa-Orient Cannonball operation were successive ramifications of the same project to improve transportation of much needed materials, personnel and mail through World War II. These articles also emphasize the most important point that is often lost as we discuss aerophilatelic subjects, and that is the sacrifice and bravery of the civilian and military crew members as they toiled on hostile and dangerous missions.

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David Crotty holds a Ph.D. in Chemistry from Wayne State University (Detroit) and retired in 2007 as a research chemist. He has been the editor of the *Meter Stamp Society Quarterly Bulletin* since 2006 and of *The Philatelic Communicator* since 2011. This article is part of the research more fully documented in his 2013 *Pan American Airways 1939-1944 Atlantic Wartime Operations Catalog*, reviewed by both John Wilson and Ken Lawrence in the *Airpost Journal* of February 2014 and reprinted with a revised expansion by Lawrence in *The Philatelic Communicator*, Vol. 48 First Quarter 2014, that shows how this compilation is useful to philatelic researchers.

American Postal History in Other Journals

by Douglas N. Clark

A large number of articles on U.S. postal history is being published each month. In order to present a useful survey of recent publications, it is necessary to adopt a rather narrow definition of postal history and to present what is more an index than a literary endeavor. Unlike an index, however, the present listing contains very little cross-referencing; so that a reader interested in trans-Atlantic mail should check each geographical location from which such mail might have originated. Editors not finding their publication reviewed here need only make sure the publication is available to the U.S. Associate Editor, at P.O. Box 427, Marstons Mills MA 02648-0427.

General Topics

Auxiliary Markings

“Auxiliary markings of the 1869 three-cent pictorial issue” by Barry Jablon contains illustrations of some 60 covers. Markings are in three groups: revenue marks: due, free, 10 cents, etc.; methods of travel and transit marks: carrier, registered, steamship, Way, etc. and revenue marks: forwarded, missent, advertised, etc. La Posta 44, No. 4 (Fourth quarter 2013).

“Don’t use cancelling machine” and a four line description of the charges on non-machinable less than 1/4 inch thick letters are “Two auxiliary markings” illustrated by author Peter Martin. La Posta 44, No. 4 (Fourth quarter 2013).

Inland Waterways

“A new Confederate steamboat handstamp” by James W. Milgram refers to a known handstamp of Regular Packet *Homer*, but the identification of the marking as Confederate is what is new. The marking being struck so that the master’s name is off the cover, allows the author to conclude that the master had changed and this dates the cover to May, 1861. Confed. Phil. 59, No. 1 (First Quarter 2014).

Military Mail

A.P.O. in Korea is the origin of a 1954 post card franked with a 10c Presidential series (“Prexie”) adhesive. Accompanying is a discussion of the U.S.-Korea armistice. Jeffrey Shapiro, “A postcard from Korea,” Prexie Era 63 (Fall 2013).

Returned letter to a World War I soldier, killed in action, is illustrated by authors Jesse I. Spector and Robert L. Markovits. Information about the soldier and how he died is provided. “When Johnny comes marching home again,” La Posta 44, No. 4 (Fourth quarter 2013).

Union soldier’s Civil War correspondence is examined in “A brief correspondence of Civil War covers and letters offers a glimpse into the political sentiment of the Times” by Galen D. Harrison. The author’s research experiences in researching the correspondence also makes a fascinating story. Confed. Phil. 59, No. 1 (First Quarter 2014).

Ocean Mail

New York to Berlin airmail cover of December 1, 1941 was seized by Bermuda censors, causing an eight month delay (and return to sender) of visas being sent to two German Jewish ladies. Author Jeffrey Shapiro calls this “A small tragedy of war.” Prexie Era 63 (Fall 2013).

U.S. to Germany letter of August 1939 was docketed for carriage by SS *Bremen*. When political events prevented this, docketing was changed to SS *Normandie*. But the *Normandie* didn't sail, hence the title "A letter that missed the boat - twice." Eventually it was carried to Germany and returned; steamship unknown. Author is Lawrence Sherman. *Prexie Era* 63 (Fall 2013).

"United States-Russia mail: 1840-1875 Part 1: Bremen mail, British mail, Prussian closed mail" by Richard F. Winter starts with a review of the rates from Starnes' book and then illustrates covers, with explanations of markings. *Chronicle* 66 No. 1 (February 2014).

Post Office History

Village post offices are defined and their economics is explored, with emphasis on the situation in Wisconsin. Steven Bahnsen, "Wisconsin's Village Post Offices: some dollars and cents," *Badger Post. Hist.* 53, No. 3 (February 2014).

Postal Markings

Bedford, Indiana "B," Stockbridge, Mass. "S," Chicago, Ill. "A," Cincinnati, Ohio "A" and Graniteville, Mass. Star are "Noted in passing" by author Roger D. Curran. *U.S.C.C. News* 32, No. 1 (February 2014).

"Money order business stamps" by George McGowan contains an explanation of the use of Money Order Business (M.O.B.) handstamps and envelopes and then explains a misuse (1922). *Bull. E.S.P.H.S* 46, No. 3 (December 2013).

Town names are associated with killers for which origins were previously unknown: Cairo, Il (Sloo), Concord, NH (Nuttie) and Muscatine, Ia (JNC). The author of "'Sloo' and more" is not identified. *U.S.C.C. News* 32, No. 1 (February 2014).

"Twentieth century U.S. fancy cancels; the Wisconsin connections: Part I." by Bob Baldridge contains postal regulations and a correspondence between Appleton, Wisconsin (using TON within an apple shape) and Fairfield, Iowa (using the shape of an ear of corn). The Post Office Department's banning the use of fancy cancels, in 1930, is also illustrated. Part II deals with the cow cancels of Genesee Depot, Wisconsin, 1928-51. *Badger Post. Hist.* 53, Part I: No. 2 (November 2013); Part II, No. 3 (February 2014).

"Yellow-ink postmarks on stampless covers" by James W. Milgram presents a classification of yellow shades and hues and illustrates fourteen covers, classified according to the scheme, 1776-1853. *Chronicle* 66 No. 1 (February 2014).

Railway Mail

Route agent markings of the Confederate States (1861-65) are almost non-existent, although they are fairly plentiful both before and after the War Between the States. Station agent markings (containing railroad names but applied at stationary facilities) are known from a number of lines during the War. This paper presents illustrations of a number of railroad markings of the southern states around the War period, mostly Georgia, and contains a discussion of the question "Where are the Confederate Route Agents?" Author is Douglas N. Clark. *Post. Hist. J.* 156 (October 2013).

"RPO clerks' handstamps – supplemental" by Edward Grimes adds information to an earlier article on the subject. *Trans Post. Coll.* 65, No. 3 (March-April 2014).

"Unlisted railroad postmarks" (no author specified) is a listing, with illustrations, of several recently discovered agent, station agent and R.P.O. postmarks, 1880-1950. *Trans Post. Coll.* 65, No. 2 (January-February 2014) and No. 3 (March-April 2014).

Rates

“5-cent airmail rate within Australia only” by Louis Fiset follows the path of a 1841 letter from Hawaii, addressed to New Guinea, carried to Australia by ship and thence by air. The letter was redirected to Michigan. *Prexie Era* 63 (Fall 2013).

Certain war-time airmail rates were lowered on October 1, 1946. Author Dickson Preston explains the changes and illustrates examples of “last day covers” at the old higher rates, offering advice to the mailers: “Patience is a virtue.” *Prexie Era* 63 (Fall 2013).

Grant postal card of 1891 was too large for the UPU post card rate. In “The United States’ large Grant postal card’s use in the UPU mail,” author H. J. Berthelot illustrates cards sent with 1c postage added (the UPU postal card rate) or no additional postage and charged postage due, incorrectly based on the postal card rate (1892-November 1893). After that, he illustrates cards underfranked but with correct postage due, owing to a US post office directive. *La Posta* 44, No. 4 (Fourth quarter 2013).

International airmail post card rate of 1961 (11c) did not apply to oversized cards, which had to be paid at the foreign airmail letter rate (15c). An example is illustrated in “Oversized artistic postcard to Sweden requires foreign airmail letter rate” by Charles A. Fricke. *La Posta* 44, No. 4 (Fourth quarter 2013).

“Two oversize postcards” of 1941 and 1953 are illustrated by author Bob Hohertz. One, a U.S. domestic use with 1 1/2c adhesive, is underpaid, the other, sent from an APO in Salzburg Austria, with 5c adhesive, is overpaid, because it could have been sent at the 3c U.S. domestic first class letter rate. *Prexie Era* 63 (Fall 2013).

Stamps on Cover

“The 12c perforated stamps of 1857 and 1860” by James A. Allen contains illustrations of the adhesives to foreign and (multiple rates to) domestic destinations. Emphasis is on the three plates from which the stamps come (none are known from plate 2). *Chronicle* 66 No. 1 (February 2014).

Uses

Postal markings indicating international mail delayed or sent back is the subject of “One Puzzle answered; another category of international delayed/rejected mail.” Author John M. Hotchner shows such mail delayed for a variety of causes: the two Germanys, the Berlin airlift, mail to Bangladesh before its independence, mail to Cuba, etc. Another letter sent to Cuba and returned leaves the author without an explanation. *La Posta* 44, No. 4 (Fourth quarter 2013).

Registered trans-Atlantic cover with “Detain” label affixed in Bermuda causes “A ‘detain’ label mystery of World War II Bermuda” according to author Lawrence Sherman. *La Posta* 44, No. 4 (Fourth quarter 2013).

Rural station and RFD postmarks are differentiated in “The Post Horn” by Bill Lizotte. Examples from Vermont post offices are illustrations (1903-63). *Vermont Phil.* 59, No. 1 (February 2014).

Geographical Locations

Arkansas

“A CSA Arkansas census addendum” by Bruce Roberts contains illustrations of eight covers to add to the author’s earlier census of Arkansas Confederate covers. *Confed. Phil.* 59, No. 1 (First Quarter 2014).

California

“Rough and Ready, California” by Paul Petosky contains a brief account of the town’s

post office (first established 1851), some historical photographs, a list of postmasters and illustrations of covers of 1936, 1948, 1980 and 2001. La Posta 44, No. 4 (Fourth quarter 2013).

Colorado

Manhattan postal card of 1892 is illustrated and the message transcribed in “Colorado correspondence” by author Norm Ritchie. Colo. Post Hist. 28, No. 4 (January 2014). Norrie has just one known “postal” marking, an 1888 straight line handstamp. In “The Norrie Colo. hand stamp,” author Stephen B. Pacetti argues that the marking is not postal, but applied at a Wells Fargo office. Colo. Post Hist. 28, No. 4 (January 2014).

District of Columbia

“Washington, D.C. to Switzerland” shows an 1870 cover franked with 3c 1869 adhesives and bearing an unusual CONGRESS.WASHINGTON D.C. date stamp. Author is not specified. U.S.C.C. News 32, No. 1 (February 2014).

Florida

The Dictator was a steamboat carrying passengers, commerce and mail between Charleston and Palatka, with stops at Savannah, Fernandina, Jacksonville, Hibernia, Green Cove Springs, Magnolia and Tocoi, 1866-1884. Her story and that of her companion ship *City Point* is told by author Dean R. Briggs. Fla. Post. Hist. J. 21, No. 1 (January 2014).

Bartow was the name of two Confederate post offices in Florida, one in Polk County and the other in Jackson County. The name of the one in Jackson County was changed to Beauregard, some time in 1862. In “A unique Beauregard, Florida Confederate usage,” author Deane R. Briggs, shows illustrations of a cover postmarked Bartow (Polk County), a cover to Bartow, Jackson County and a cover postmarked Beauregard. Confed. Phil. 58, No. 4 (Fourth Quarter 2013).

“Burrin, Florida, a ghost town briefly found” by Bill Johnson contains an illustration of an 1884 postage due cover from the town and several bits of information he was able to gather. Fla. Post. Hist. J. 21, No. 1 (January 2014).

“Campbellton, Florida: a new Confederate stampless listing” by Deane R. Briggs contains an illustration of the cover, with handstamped CDS and manuscript Paid 10, along with two Confederate covers with Campbellton manuscript postmarks. Confed. Phil. 59, No. 1 (First Quarter 2014).

Fernandina and Fort Jefferson Union occupation covers (1863 and 1864, respectively) are illustrated, providing “Union occupation mail update – Florida” by Michael C. McClung. Chronicle 66 No. 1 (February 2014).

Hawthorne, Citra and Island Grove post offices were used by Pulitzer Prize winning author Marjorie Kinnan Rawlings, when she lived in unincorporated Cross Creek from 1928 to 1947. Her life and letters there, as well as some local postal history are sketched in “Marjorie Kinnan Rawlings and the Cross Creek mail” by Vernon N. Kisling, Jr. Fla. Post. Hist. J. 21, No. 1 (January 2014).

“Jacksonville & Key West RPO Railway exchange office” is shown to be an exchange office for mail between the USA and Cuba by author Ingo Richter. Trans Post. Coll. 65, No. 2 (January-February 2014).

Jacksonville free franked cover, docketed to contain matter concerning “The St. Johns River Lighthouse” is illustrated and the history of the lighthouse and its two rebuildings is recounted by author Deane R. Briggs. Fla. Post. Hist. J. 21, No. 1 (January 2014).

Orlando's post office was established September 19, 1857, with a name change from Jernigan. The two "Early Orlando covers" illustrated in this article by Deane R. Briggs are a triple rate use of 1859, with three 1857 adhesives and the other a double rate stampless cover of 1860, with 6 cents paid in cash. Fla. Post. Hist. J. 21, No. 1 (January 2014).

"Penn, a Putnam County discontinued post office" by Todd A. Hirn contains illustrations of three covers (1886-92) of Penn, before its name was changed to Clayton, and a brief postal history. Fla. Post. Hist. J. 21, No. 1 (January 2014).

"Tallahassee 'drop 2' a new listing" and "Tallahassee 'FREE 5' a new listing" illustrate these new handstamped markings. The FREE 5 is considered a mystery by author Deane R. Briggs. Fla. Post. Hist. J. 21, No. 1 (January 2014).

"Tallahassee mixed ink postmark and paid usages" are two covers (1844 and 1846) with black PAID handstamps and red CDS and rates. Author is Deane R. Briggs. Fla. Post. Hist. J. 21, No. 1 (January 2014).

Georgia

Atlanta manuscript postmark tying a pair of 5c Confederate local prints is illustrated in "A question answered: the Richmond manuscript postmark" by Francis J. Crown, Jr. The mystery is whether the Richmond in the postmark is the one in Georgia. The author concludes that it is. Confed. Phil. 58, No. 4 (Fourth Quarter 2013).

"Augusta, Georgia POW cover" is the only recorded Confederate period cover from a prisoner of war in Augusta. Authors Galen and Nancy Harrison describe the circumstances and the writers sojourn in other southern prisons. There is also information about the cover's censor "E.A.S." (Edward A. Semple). Ga. Post Roads 22 No. 1 (Winter 2014).

Franklin cover of 1862 with manuscript 5 rate is illustrated in "An 1862 Franklin, Georgia, cover addressed to Fort Brown in Savannah." Author Jim Cate points out that the CDS is 1 mm larger in diameter than the listed copy and he explores the identity of the addressee. Confed. Phil. 58, No. 4 (Fourth Quarter 2013).

Talbotton cover of 1862, illustrated in this article by Patricia A. Kaufman, is unlisted as "A Talbotton, Georgia 10-cent Confederate provisional entire revalued 15c." La Posta 44, No. 4 (Fourth quarter 2013).

Illinois

"Midway, Illinois - a post office that never was" refers to Chicago Midway Airport, whose post office used postmarks that did not include mention of "Chicago" or "Airmail field" in mid-1956. Author is Leonard Piszkiewicz, who also authors a separate article "New late date for AMF Midway machine cancel, '(August 26, 1961).' " Ill. Post. Hist. 35, No. 1 (February 2014).

Terminal Branch (late) straightline handstamp appears tying the adhesive on a post card illustrated by author Timothy G. Wait, who admits to knowing little about the usage. The article's title "Terminal Station, Peoria, Ill." refers to the address on the card. Ill. Post. Hist. 35, No. 1 (February 2014).

Iowa

1847 issue covers, both from and to Iowa towns, are listed in "Update to census of Iowa 1847 issue covers" by James Leonardo. Information about the addressee, as well as the provenance of each cover, is provided. Ia. Post. Hist. Soc. Bull. No. 268 (Jan., Feb., March, 2014).

“Hanover, Allamakee County Iowa” by Leo V. Ryan gives an account of the post office’s establishment and the postmasters with their compensations. No covers are known to the author. Ia. Post. Hist. Soc. Bull. No. 267 (Oct., Nov., Dec., 2013).

“Lybrand, Allamakee County, Iowa” by Leo V. Ryan contains historical information about the postmasters of the town and about Jacob Lybrand, its founder. Three covers are illustrated, bearing Lybrand manuscript postmarks of the period of its existence (1852-67). Ia. Post. Hist. Soc. Bull. No. 268 (Jan., Feb., March, 2014).

Maryland

Arlington & South Baltimore (street car) RPO cover of 1902 franked with Haitian stamps and addressed to Switzerland is illustrated in “News from the cities” by David A. Gentry. Trans Post. Coll. 65, No. 3 (March-April 2014).

Massachusetts

“Boston negatives” by Roger D. Curran updates the records on Boston’s killers showing negative images of letters or numbers, 1878-83. A new negative W from the Boston, Springfield & New York R.P.O. (1883) is also shown. U.S.C.C. News 32, No. 1 (February 2014).

Boston paid killers, both boxed and unboxed, are illustrated with 1861 issue adhesives in “Elusive ‘PAID’ cancels” by Roger Curran. U.S.C.C. News 32, No. 1 (February 2014).

Boston’s use of the 5c and 10c adhesives of the 1847 issue form the subject of “America’s first issue from America’s first post office” by Mark Schwartz. Illustrated is a dazzling array of multiples, carrier uses, foreign destination covers and a combination (5c and 10c) cover. The U.S. Express mail/Boston route agent covers are included, but none of the other route agents originating out of Boston. Chronicle 66 No. 1 (February 2014).

Michigan

Michigan Doane postmarks bought “Out of the dollar box” by author Mike Baranoski are described and two are illustrated (1905-6). Some are evidently new finds. Peninsular Phil. 55, No. 4 (Winter 2014).

“Detroit to Port Huron steamboat” by Cary Johnson contains two illustrations of steamboat letters entering the mail at Detroit in 1847 and 1849. The steamboat was a noncontract carrier and the letters were charged the normal 5c 1845 rate for under 300 miles which does not include an added ship fee (this corrects a misprint in the paper). Peninsular Phil. 55, No. 4 (Winter 2014).

“Kalkaska, Mich. 1883 non-standard postmark” by C. Wood contains an illustration of the cover with saw-tooth oval date stamp, three weeks earlier than previous records for the town. Peninsular Phil. 55, No. 4 (Winter 2014).

New Jersey

Express company business papers and covers from the United States Express Company and Wells Fargo & Co’s Express are illustrated and analyzed in “Recently discovered private express memorabilia used in New Jersey: Part II” by Bruce H. Mosher. NJPH 41, No. 4 (November 2013).

Beemerville’s name was changed to Wantage in 1825, then to Beemerville in 1837. In “Beemerville, 1841” authors Ed & Jean Siskin illustrate a cover of that year with that spelling (with the “s”). Contents of the cover (which is addressed to Ioway[sic] Territory) is transcribed. NJPH 42, No. 1 (February 2014).

“Bridgeton forerunner, 1694” by Ed and Jean Siskin contains an illustration and a transcription of a letter, headed Cohanzy (an early name for Bridgeton) with a rating of 3 pence postage + 1 penny ship fee. It is one of the earliest letters originating in America with postal markings. NJPH 42, No. 1 (February 2014).

Griggstown is located on a map, its postmasters identified, with their dates of appointment (1837-1904). A 1907 handstamped postmark is illustrated. “Hometown post offices” by Doug D’Avino, NJPH 42, No. 1 (February 2014).

Hunterdon County’s participation in National Airmail Week, May 15-20, 1938 is outlined in “National airmail week 1938: revisited” by Jim Walker. Fifteen covers are illustrated. NJPH 41, No. 4 (November 2013).

“Jersey City and the beginning of big tobacco” by John A. Trosky traces the history of P. Lorillard & Co. and its New Jersey connections. A few covers (1895-1938) are illustrated. NJPH 41, No. 4 (November 2013).

Maplewood’s post office is the subject of “Where can I mail a letter?” by Gail R. Safian. The article deals mostly with the location of the post office in Maplewood. Two covers addressed to Maplewood in the 1940s and 1950s are illustrated. NJPH 42, No. 1 (February 2014).

Morris Canal is “toured” with a series of picture post cards, reproduced by author Donald A. Chafetz. Business mail related to the canal activities and operations are also included. “Philatelic Morris Canal,” NJPH, Part 1: Vol. 41, No. 4 (November 2013); Part 2: Vol. 41, No. 1 (February 2014).

“Paulsboro NJ via Philadelphia transit” by John D. Dowd contains an illustration of a cover postmarked Paulsboro in 1900, with a Philadelphia TRANSIT machine marking as backstamp. Facts about the borough and its location are included. NJPH 42, No. 1 (February 2014).

Watchung is the subject of “Hometown post offices” by Doug D’Avino. A map, post office pictures and a 1908 postmark are illustrated. NJPH 41, No. 4 (November 2013).

New York

Albany’s fancy 1865 killer, showing thirteen stars and the name Lincoln, is revisited in “More on Albany Lincoln and stars cancel” by Ernie Webb. A census of covers and some thoughts on the origination of the design are presented. U.S.C.C. News 32, No. 1 (February 2014).

New York foreign mail newly discovered killers are illustrated in “NYFM killers, three unusual additions” by John A. Valenti. Dates are 1871-75. U.S.C.C. News 32, No. 1 (February 2014).

New York to London cover of 1870 with a killer produced from a cut up cork, is, perhaps, “‘New’ NYFM?[New York foreign mail]”. Author is not specified. U.S.C.C. News 32, No. 1 (February 2014).

North Carolina

Columbus County’s origins are traced by author Charles F. Hall, Jr. The author states that most post offices in the County existed for brief periods and he lists only the currently operating ones, with dates of establishment and first postmasters. Twenty covers are illustrated, 1837-1931. “The postal history of Columbus County,” N.C. Post. Hist. 33, No. 1 (Winter 2013-2014).

Greensboro Confederate handstamped postmaster provisional marked “Favour of Miss Gorrell” is used, in that it carried a message, but not used postally. Author Patricia A.

Kaufmann calls it “A Greensboro postmaster’s provisional not used for the purpose intended.” *Confed. Phil.* 58, No. 4 (Fourth Quarter 2013).

Wake Forest College postal history is expounded by author Tony Crumbley, with a series of covers sent from the college, 1823 to 1935. Actually, there was no Wake Forest College post office until 1873. Before that college mail was postmarked Wake Forest, NC or even sent from nearby Forrestdale. “A postal history of Wake Forest University,” *N.C. Post. Hist.* 33, No. 1 (Winter 2013-2014).

Ohio

“Highway Post Offices” Columbus & Gallipolis and Columbus & Parkersburg are studied by author William J. Keller. Schedules, a map and postmarks (1950-70) are illustrated. *Trans Post. Coll.* 65, No. 2 (January-February 2014).

Blue Ash and Mason are the 1928 postmarks on two postal cards with typed FIRST MAIL BY BUS. Matthew Liebson, author of “Mail by bus in Blue Ash,” gives explanations, including Postal Bulletin references. *Ohio Post. Hist. J.* No. 138 (December 2013).

Casstown RFD marking of 1912 is illustrated by author Allison Cusick. The card is “Illegal and unlisted: an RFD usage from Casstown, Miami County.” Unlisted refers to the manuscript RFD marking and illegal to the fact that the message extends over to the right hand (address portion) of the card. *Ohio Post. Hist. J.* No. 139 (March 2014).

Cleveland is the destination of “An early Ohio airmail cover” illustrated by author Matthew Liebson. The postmark date is September 5, 1918 at Loch Haven, Pa. *Ohio Post. Hist. J.* No. 138 (December 2013).

Cridererville Hey-Dolphin machine marking of 1985 is a “‘New’ Cridererville cancel” according to author Bernie Moening. *Ohio Post. Hist. J.* No. 139 (March 2014).

Dumontville cover of 1848 is illustrated by author Matthew Liebson. The obverse of the cover has a manuscript political sentiment “On the subject of Mr. Cass...” *Ohio Post. Hist. J.* No. 139 (March 2014).

“Evansport is in Defiance County!” by Allison Cusick illustrates an 1885 cover and explains the statement in the title, correcting an error in Helbock’s book. [This article also appears in the next issue (March 2014) of the *Ohio Postal History Journal*.] *Ohio Post. Hist. J.* No. 138 (December 2013).

Green Springs used, successively, all the names Green Spring, Greenspring and Green Springs, prompting author Alan Borer to conclude: “They could not decide on a name: Green Springs.” Covers are illustrated with the three spellings in the postmarks (1860s-1959). *Ohio Post. Hist. J.* No. 138 (December 2013).

Hayesville post office applied a handstamp reading “Pay your box rent” to a cover from Mifflin, Ohio in 1880 and illustrated by author Matthew Liebson. *Ohio Post. Hist. J.* No. 138 (December 2013).

Lorain suffered a devastating tornado on June 28, 1924. In “The 1924 Lorain tornado in post cards,” author Dennis Sadowski illustrates seven picture post cards, some used, which tell the dramatic story. *Ohio Post. Hist. J.* No. 139 (March 2014).

Manhattan, Ohio letter of 1847 is illustrated and its contents described by author Alan Borer. The letter writer is “Another lighthouse keeper on Turtle Island.” *Ohio Post. Hist. J.* No. 139 (March 2014).

“Mendon, Mercer County” is the address on an 1860 cover illustrated by author Joyce Alig. Postal history of Mendon is detailed. *Ohio Post. Hist. J.* No. 139 (March 2014).

Perrysburgh postmaster James Hall’s free frank of 1841 illustrates a discussion of the

politics of postmaster appointments, prior to 1882. “I am known to be a True Whig”: James Manning Hall, Postmaster of Perrysburgh” by Alan Borer, Ohio Post. Hist. J. No. 138 (December 2013).

Peru general delivery postmark leads author Bernie Moening to a definition and discussion of general delivery. An explanation of Columbus, referred to as the Arch city, is also a part of the article. “General delivery from Arch City.” Ohio Post. Hist. J. No. 139 (March 2014).

“Raccoon Island and two post offices” by Alan Borer contains illustrations of a 1908 cover and a map. There is a discussion of the island (now submerged in the Ohio River) and the postal history of the post office of the same name. Ohio Post. Hist. J. No. 138 (December 2013).

“State Soldiers Home, Erie County, Ohio” by Allison Cusick contains a description of the home and the post office of the same name. Seven covers are illustrated, 1893-1958. Ohio Post. Hist. J. No. 139 (March 2014).

“Wauseon Waldrons and Waldron in Michigan” by Alan Borer contains an illustration of an 1881 letter with a Wauseon postmark, addressed to a member of the Waldron family. Details about the family are included. Ohio Post. Hist. J. No. 139 (March 2014).

Oregon

Portland & Seaside Railway Post Office could not, for contractual reasons, convert to HPO service, as many RPOs were doing in the early 1950s. In “Highway post offices,” author William Keller discusses the ways they found to overcome this problem. Schedules and a map are shown in this first part of his study. Trans Post. Coll. 65, No. 3 (March-April 2014).

Pennsylvania

“Daily P.O., Bucks Co., seldom seen DPO” by Letty Moon contains illustrations of two covers, one postmarked Ridge, PA (1885, 1891) and one with Daily, the earlier name of the post office (1883). Pa. Post Hist. 42, No. 1 (February 2014).

“Honey Brook, Chester County cover catalyzes interesting find regarding the Pennsylvania Waynesburg post office” by William R. Schultz and Norman Shachat illustrates and transcribes an 1850 letter postmarked Honey Brook and mentioning a petition to have established another post office, called Waynesburg, located closer to the writer’s home. Pa. Post Hist. 42, No. 1 (February 2014).

“Johnstown & Rockwood RPO: a new postmark from an historic time” by Harry C. Winter illustrates the new find on two covers. The uses are not long after a historic flood in Johnstown. Trans Post. Coll. 65, No. 3 (March-April 2014).

Leonard post card, illustrated by author William R. Schultz bears “New EKU for Leonard (Chester County), Pa. Doane cancel.” Pa. Post Hist. 42, No. 1 (February 2014).

Lycoming, McKean, Mercer and Mifflin Counties are the subject of “2nd update on Pennsylvania Manuscript Markings, Part XVI” by Tom Mazza. Listings show town name, postmasters and their dates (during the periods of the markings listed), dates and numbers reported. Pa. Post Hist. 42, No. 1 (February 2014).

Philadelphia postmarks on several 1887 covers sent to her great grandfather led author Lettice Moon to find out more about the Drexel family. The result is the article “Mourning covers reveal Drexel connections,” Pa. Post Hist. 42, No. 1 (February 2014).

Philadelphia used postmarks with blue ink from January to June 11, 1869, allowing for the possibility of 1869 adhesives with blue cancels for 77 days. Ten such covers are

illustrated in “Color cancellations on the 1869 series: Philadelphia blues” by Ed Field. U.S.C.C. News 32, No. 1 (February 2014).

South Dakota

Davison County is located and its post offices listed, with names and compensations of early postmasters. Several covers are illustrated, 1871-1983. Ken Stach and Gary Anderson, “A study of Davison County, South Dakota.” Dak. Coll. 31, No. 1 (January 2014).

Tennessee

“Octagon daters” from Tennessee towns are surveyed by author L. Steve Edmondson. Towns using octagonal origin markings, receipt markings and transit markings are listed (1871-88). Tenn. Posts 17, No. 3 (December 2013).

Tennessee international mail is the subject of “A census of ante bellum and Civil War foreign correspondence with Tennessee - Part I” by L. Steve Edmondson. This installment covers mail from Mexico, from Great Britain and a letter to Cuba carried on ship *Tennessee*. Tenn. Posts 17, No. 3 (December 2013).

Dedham postmark on a cover with Confederate Archer & Daly adhesive of 1863 is “A fake Dedham, Tennessee, usage” according to author Francis J. Crown, Jr. Dedham was in Union hands at the time. Confed. Phil. 59, No. 1 (First Quarter 2014).

Edenwold used handstamped postmarks in 1950 with four killer bars, which appear as curvy lines, leading author L. Steve Edmondson to refer to them as “Rubber cancels damaged by printer’s ink.” Tenn. Posts 17, No. 3 (December 2013).

Elbridge cover of 1915 has a printed corner card which author L. Steve Edmondson designates “Cashtown - a fictional town?” Tenn. Posts 17, No. 3 (December 2013).

Jonesborough postmasters are listed with appointment dates and a census of town marks by authors Bruce Roberts and Jerry Palazolo, in “The Jonesborough Tennessee town marks, 1799-1864.” A cover from each of six CDS types is illustrated, most coming from the East Tennessee History Commission correspondence files. Tenn. Posts 17, No. 3 (December 2013).

Texas

Houston postmarked letter of 1845 (privately carried from France) concerns a plan to bring French immigrants to Texas to increase the economy. The plan was to be executed by the letter writer, Henri Castro. R. H. “Jim” Stever, “Castro Empresario,” Tex. Post. Hist. Soc. Vol. 39, No. 1 (February 2014).

Trixie, Texas post office was established after an application by one Hillary Loftis, who became first postmaster. Loftis was a wanted man, a notorious robber of stores and a post office, and later a murderer, according to author John Germann. Trixie was named after Loftis’s wife. A post card with 1908 Trixie postmark is illustrated. “Unexpected encounter with a Texas badman,” Tex. Post. Hist. Soc. Vol. 39, No. 1 (February 2014).

Waxahachie Confederate covers from 1861, 1862 and 1863, along with the Confederate postmaster’s commission are illustrated in “Texas’s only known Confederate postmaster’s commission document displayed at the new Smithsonian National Postal Museum Gallery” (author not specified). Tex. Post. Hist. Soc. Vol. 39, No. 1 (February 2014).

Utah

“Utah postmarks with ‘transit’” by Dennis H. Pack contains illustrations of such postmarks from Salt Lake City and Provo City, 1892-1902. Trans. Post. Coll. 65, No. 3 (March-April 2014).

Vermont

Remotely managed Vermont post offices are listed by county and date at which “USPS changes status of post offices.” Author is Glenn Estus. *Vermont Phil.* 58, No. 4 (November 2013).

Vermont post offices using a handstamped PAID/3, with the word PAID in an arc, are surveyed in “Other Vermont collecting interests PAID 3 in arc (1850s)” by Glenn Estus. A list of 30 towns employing such markings is given. *Vermont Phil.* 59, No. 1 (February 2014).

Addison County postmarks from Basin Harbor, Chimney Point, Larrabee’s Point, Monkton Ridge, Sandusky, Townline and Whiting Station are illustrated in “The annual DPO sample: Addison County” by Bill Lizotte. Dates are from the 1850s to 1904. A list of all Addison County post offices, with dates and scarcity ratings, is also given. *Vermont Phil.* 58, No. 4 (November 2013).

Burlington is the origin of an 1813 letter concerning “Vermont in the War of 1812.” The contents are transcribed by an unnamed author. *Vermont Phil.* 59, No. 1 (February 2014).

East Braintree (1906) and Bristol (1950) used “Two unusual ‘received’ markings,” as illustrated in an article by Terence Hines. *Vermont Phil.* 58, No. 4 (November 2013).

Montpelier (Held for postage, 1862), Monkton (EKU, 1838) and North Ferrisburgh (in color, 1890-92) postal markings are illustrated in “The Post Horn” by Bill Lizotte, *Vermont Phil.* 59, No. 1 (February 2014).

West Ablington (spelling error), Cambridgeport (EKU, 1838), Branch (wheel of fortune killer) and West Holland (scarab killer) are the subject of “The Post Horn” by Bill Lizotte. *Vermont Phil.* 58, No. 4 (November 2013).

“West Enosburgh: a postal history 1840-1908” by Bill Lizotte contains a history of the post office and illustrations of nine covers between those dates. *Vermont Phil.* 59, No. 1 (February 2014).

Virginia

Falmouth, VA battle is described in detail in a Confederate soldier’s letter transcribed by author John L. Kimbrough. “The April 1862 skirmish at Falmouth. Va.,” *Confed. Phil.* 59, No. 1 (First Quarter 2014).

Ivy Depot post-war use of a Printed Army of Northern Virginia form is illustrated in “An 1865 Robert E. Lee order used as a postwar cover and letter,” by James W. Milgram. The piece is franked with a 3c U.S. 1861 adhesive. *Confed. Phil.* 58, No. 4 (Fourth Quarter 2013).

Saltville Confederate soldier’s cover with (unlisted) rating handstamp DUE/10, reading in reverse, is illustrated by author Patricia A. Kaufmann. Related information about the writer and his family is provided. The Saltville, Virginia, reversed ‘DUE 10’, *Confed. Phil.* 59, No. 1 (First Quarter 2014).

Wisconsin

Fort Winnebago, W(isconsin) T(eritory) stampless cover of 1837, with handstamped M changed to manuscript W in the postmark, is illustrated by authors Bill Robinson and Neal West. Much of the article concerns the writer, the Postmaster, who free-franked the letter, and addressee. “A Fort Winnebago SFL from Henry Merrill to Moses Strong,” *Badger Post. Hist.* 53, No. 3 (February 2014).

“Keshena and Neopit postal history before Menominee County was established” by Neal West and William Robinson recounts early post office history and illustrates seven covers, 1864-1957. *Badger Post. Hist.* 53, No. 2 (November 2013).

Milwaukee, Wisconsin Territory is the address of a cover franked with 10c 1847 adhesive

- and illustrated by author Ken Grant. It is from the “Joshua Hathaway correspondence.” Badger Post. Hist. 53, No. 1 (August 2013).
- “Pipe, Wisconsin Update I” by Jim Byme and “II” by Paul Petosky give explanations of a Pipe post card illustrated by Fernand Colombe in an earlier issue of the journal. The cards were a sort of generic printing, with town name added locally and there never was a Pipe post office. Badger Post. Hist. 53, No. 3 (February 2014).
- “Plum Grove, Wis.” cover with 1851 adhesive and cartoon-like manuscript postmark is illustrated by unnamed author. The post office existed 1855-57. Badger Post. Hist. 53, No. 1 (August 2013).
- Portage City postal history is the subject of “Synopsis - Portage (City) Wisconsin Postal History” by Neal West. The article reproduces a one-frame exhibit. Badger Post. Hist. 53, No. 1 (August 2013).
- Prairie Farm and Auroraville are the subject of “Wisconsin post offices” by Paul Petosky. Photographs of the buildings and establishment data are provided, but no covers are illustrated. Badger Post. Hist. 53, No. 1 (August 2013).

Journal Abbreviations

- Badger Post. Hist. = Badger Postal History, Ken Grant, E11960 Kessler Rd. Baraboo WI 53913 and William B. Robinson, 1641 Bruce Ln., Green Bay WI 54313-5503.
- Bull. E.S.P.H.S. = Bulletin of the Empire State Postal History Society, Bob Bramwell, PO Box 4150, Pinehurst NC 28374.
- Chronicle = Chronicle of the U.S. Classic Postal Issues, Michael Laurence, 324 East 41st Street, Apartment 1001-C, New York N.Y.10017.
- Colo. Post Hist. = Colorado Postal Historian, Bill German, 1236 Sequerra St., Broomfield CO 80020
- Confed. Phil. = Confederate Philatelist, Peter Martin, PO Box 6074, Fredericksburg VA 22403.
- Dak. Coll. = Dakota Collector, Gary Anderson, Dakota Postal History Society, P.O. Box 600039, St. Paul MN 55104
- Fla. Post. Hist. J. = Florida Postal History Journal, Deane R. Briggs, 160 E. Lake Howard Dr., Winter Haven FL 33881.
- Ga. Post Roads = Georgia Post Roads, Douglas N. Clark, Box 427, Marstons Mills MA 02648.
- Ia. Post. Hist. Soc. Bull. = Iowa Postal History Society Bulletin, William Dall, P.O. Box 1375, Dubuque IA 52004.
- Ill. Post. Hist. = Illinois Postal Historian, Leonard Piszkiewicz, 951 Rose Ct., Santa Clara CA 95051.
- La Posta = La Posta: A Journal of American Postal History, Peter Martin, PO Box 6074, Fredericksburg VA 22403.
- N.C. Post. Hist. = North Carolina Postal Historian, Tony L. Crumbley, PO Box 681447, Charlotte NC 28216.
- NJPH = NJPH The Journal of New Jersey Postal History Society, Robert G. Rose, P.O. Box 1945, Morristown NJ 07062.
- Oh. Post. Hist. J. = Ohio Postal History Journal, Alan Borer, 568 Illinois Ct., Westerville OH 43081.
- Pa. Post. Hist. = Pennsylvania Postal Historian, Norman Shachat, 382 Tall Meadow Lane, Yardley PA 19067.
- Peninsular Phil. = The Peninsular Philatelist, Charles A. Wood, 244 Breckenridge West, Ferndale MI 48220.
- Post. Hist. J. = Postal History Journal, Diane DeBlois and Robert Dalton Harris, Box 477, West Sand Lake NY 12196.
- Prexie Era = The Prexie Era, Louis Fiset, 7554 Brooklyn Avenue NE, Seattle WA 98115-4302.
- Tenn. Posts = Tennessee Posts, L. Steve Edmondson, P.O. Box 871, Shelton WA 98594.
- Tex. Post. Hist. Soc. J. = Texas Postal History Society Journal, Tom Koch, 1013 Springbrook Dr., De Soto TX 75115.

Trans. Post. Coll. = Transit Postmark Collector, Douglas N. Clark, P.O. Box 427, Marstons Mills MA 02648.
U.S.C.C. News = U.S. Cancellation Club News 28, No. 8 (November 2007), Roger D. Curran, 20 University Ave., Lewisburg PA 17837.
Vermont Phil. = The Vermont Philatelist, Glenn A. Estus, PO Box 451 Westport NY 12993-0147.

Secession & the U.S. Mail, a review by David Frye

Secession and the U.S. Mail: The Postal Service, the South, and Sectional Controversy, by Conrad Kalmbacher, AuthorHouse ISBN-13: 9781481744133, LCCN: 2013907399 6 x 9 inches, 260 pages, hardcover, paperback, Kindle, and NOOK.

Historian Conrad Kalmbacher begins his book by noting an observation made by Roy Franklin Nichols, winner of the Pulitzer Prize for History, that the administrative policies of the United States Post Office, as implemented by Postmaster General Joseph Holt in 1859 and 1860, “so ignited southern anger and hostility against the federal government that [they] became ‘one of the less tangible factors leading to secession.’”

Kalmbacher’s careful and close reading of numerous primary documents, including the official reports of various postmasters general, congressional records, individuals’ correspondence, personal diaries and memoirs, and period newspaper accounts and editorials, provides the foundation for tracing the impact of postal policy on the nation’s seemingly inexorable move toward fragmentation.

Postal historians often define their work as the investigation of the routes, rates, and attendant markings on postal material. By taking a slightly different approach, this book leads the reader through the decisions creating and the actions implementing the federal policies that governed the establishment of routes, the setting of rates, and the evaluation of their effectiveness.

Kalmbacher focuses primarily upon two pivotal years, 1859 and 1860, in which PMG Holt relentlessly pursued policies that demanded that services in states generate the revenues to support themselves. He moved to wean states with losses from dependence upon the states that ran surpluses. This meant trimming routes and reducing the frequency of mail service in the more rural southern states.

On a second front, Holt sought to cleanse the operations of the postal service from corruption, which ran him up against the realities of the highly political nature of the postal service in that period, when over four hundred local postmasters received their appointments directly from the president of the United States. These initiatives increased sectional stresses. While Holt was a Democrat from Kentucky, he ended up as a staunch Republican who defended the administration of President Abraham Lincoln.

The book began its life as the author’s master’s thesis for a degree in history. He updated his work with an afterword that places the renewed interest in the sectional controversy in the context of the sesquicentennial observances of the Civil War. *Secession and the U.S. Mail* includes several useful sections: a timeline, endnotes, a selected bibliography organized by source type, and an index. If you appreciate carefully researched and well-told history, desire to investigate the interplay of politics and postal policy, and seek to add a worthy volume to your postal library, then Kalmbacher’s book will not disappoint you.

Foreign Postal History in Other Journals

by Joseph J. Geraci

Frequently, general or specialized philatelic periodicals publish good foreign postal history articles. If one is not a member of that society or does not subscribe to that journal for one reason or another, that particularly useful article may be missed. The purpose of this compendium is to list and briefly describe as many significant foreign postal history articles as we have seen. No doubt there will be other good articles which we have missed that are equally as valuable in postal history content, and we would be obliged if our readers would call them to our attention for inclusion in the next compendium. Thank you for your assistance!

British Guiana

“British Guiana’s Cork Cancels, 1878-1890’s,” by P.J. Ramphal, illustrates and discusses the various type of “A03” oblitterators which were applied to stamps exclusively from 1860 to about 1878, and then the sudden appearance of cork oblitterators in parallel use at the same time, into the 1890s. Corks were not used in any other British West Indies Colony. Why were they brought into use in British Guiana? (British Caribbean Philatelic Journal, No. 250, January-March 2014. British Caribbean Philatelic Study Group, Secretary Mary Gleadall, 394 Kanasgowa Dr., Connestee Falls, Brevard, NC 28712.)

Canada

“The War of 1812: Problems with Privateers,” by Malcolm B. Montgomery, investigates an 1812 cover carried by the ship *Ralph Nicholson*, sailing from Gravesend (London) to Quebec, which apparently was removed from the *Ralph Nicholson* on the high seas by either an American privateer, or an American naval vessel, and brought into New York, where the letter was detained until 1815. The *Ralph Nicholson* was permitted to continue her voyage to Quebec, but on her outward voyage, was captured by the privateer *America*, and taken into Salem, Massachusetts, where she was sold as a prize. (BNA Topics, No. 534, January-March 2013. Circulation Manager Ken Lemke, c/o CFS, 3455 Harvester Road, Unit 20-22, Burlington, Ontario L7N 3P2, Canada.)

“The Early Canadian Packets - Part 1,” by Malcolm Montgomery, contributes to our understanding of the establishment of a regular steamship service via Allan Line vessels operating between the St. Lawrence and the United Kingdom, and its forerunner, the Canadian Steam Navigation Company. Several covers are shown, identified by the vessel that carried them, and their Canadian rate ‘tampons’ are illustrated and explained, 1853-1862. (BNA Topics, No. 537, October-December 2013. See address of contact under first entry for Canada.)

“Transition from Steamboat to Railway Mail Service between Montreal and Toronto,” by Chris Anstead, Bruce Graham, Ross Gray and Robert Parsons, records a newly discovered example of a Grand Trunk circular date stamp, applied in August 1856, and provides the background behind this cover. (BNA Topics, No. 534, January-March 2013. See address of contact under first entry for Canada.)

“Postal History of Alberta: De Winton and Adjacent Ranches,” by Dale Speirs, gives us a glimpse of the development and postal history of De Winton, Dunbow, Davisburg, Harrisboro, Grierson, Pine Creek, Panima and Sandstone, all small neighboring ranch post offices, 1885-1924. (BNA Topics, No. 535, Second Quarter 2013. See address

of contact under first entry for Canada.)

“Postal History of Alberta: The Coulees West of Airdrie,” by Dale Speirs, reminisces about the rural and ranch post offices located in the transition zone between the Rocky Mountain foothills and the prairie steppes, including the localities of Dickson-Stevenson Stopping House, Airdrie, Crossfield, Madden, Bottrel, Dog Pound, Lachend and Inglis, 1883-2004. (PHSC Journal, No. 155, Fall 2013. Postal History Society of Canada, Gus Knierim, P.O. Box 163, Stn. C, Kitchener, ON Canada N2G 3X9.)

Postal History of Alberta: Priddis and Millarville,” by Dale Speirs, presents the history and postal history of these two rural post offices, plus the ranch office of Kew, 1892-2011. (BNA Topics, No. 537, October-December 2013. See address of contact under first entry for Canada.)

“A Cover to Russia with a Mystery,” by C.R. McGuire, illustrates an 1890 cover posted on the “Truro & Port Hawkesbury” railway line, franked with a 5 cent Small Queen, addressed to the Editor of the Journal Northern Messenger, Moscow, Russia. The letter was returned “Addressee Unknown” to Canada, where it was sent to the Dead Letter Office, and then forwarded, for no apparent reason, on to the United States Dead Letter Office. Questions: Why was it forwarded to the U.S. Dead Letter Office, and after much searching, why can’t the author find any reference to the Northern Messenger? (BNA Topics, No. 537, October-December 2013. See address of contact under first entry for Canada.)

“The Long Ridge Stage,” by R. Parama, shows how serendipity can strike at the most unexpected moment and that one must be alert to recognize it. In this case, his chance find in an on-line 1908 newspaper regarding the establishment of a mail stage coach line through Long Ridge and subsequent route changes. (PHSC Journal, No. 155, Fall 2013. See address of contact under fifth entry for Canada.)

“Canada Money Orders, 1912-1924: Surbiton, Saskatchewan,” by Doug Murray, discusses a serendipitous find of several books of money order stubs, which has enabled him to make a study of the system. (PHSC Journal, No. 155, Fall 2013. See address of contact under fifth entry for Canada.)

“Do You Have a Thomas Cook & Sons (Under) Cover?” by Ed Fraser, searches for additional information on the operations of Thomas Cook & Sons during World Wars I and II in forwarding mail to countries occupied by the enemy, and reproduces a two notices of 1918, and one of 1939 informing the public of the rules for sending mail through their offices. (BNA Topics, No. 537, October-December 2013. See address of contact under first entry for Canada.)

“Usage of the 1937 8¢ Mufti Stamp,” by Gary Steele, discusses the difficulty of finding the 8 cent denomination properly used on cover, as there were no special fees requiring the use of the 8 cent stamp. There were some opportunities, however, such as a double rate U.P.U. usage or a parcel post usage, but these are very rare. (BNA Topics, No. 534, January-March 2013. See address of contact under first entry for Canada.)

“Canada’s ‘Stealth’ MPOs - Part 4,” by Henk Burgers, discusses Military Post Office datestamps and provides background and location for MPOs 503, 619, 621, 624, 1126, 1212, 1314 and “Z” 1940-1945. (BNA Topics, No. 534, January-March 2013. See address of contact under first entry for Canada.)

“P.O.D. Rules and Regulations,” by J. (Gus) Knierim, continues his transcription of portions of a 1948 publication, “General Information for Postmasters in Charge,”

this time covering the “Treatment of Incoming Mails.” (PHSC Journal, No. 155, Fall 2013. See address of contact under fifth entry for Canada.)

Cape of Good Hope

“The Manuscript Cancel of Walvis Bay,” by Colin Faers, goes into the history of the use of a manuscript cancellation applied to mail after the Walvis Bay post office burned down in 1909. (Postal History, No. 345, March 2013. The Journal of the Postal History Society, Sec. Steven Ellis, 22 Burton Cres., Stoke-on-Trent, ST1 6BT, England, UK.)

Castellorizo

“La particolare storia postale di un’isola particolare: Castelrosso,” by Mario Carloni, relates the history and postal history of this island in the Aegean Sea, about two miles off the coast of Turkey, beginning with its possession by the Knights of St. John in 1306, and continuing through the Ottoman Administration, Greek Occupation (1913), French Occupation (1915), Italian Occupation (1920), British Occupation (1943) to Greek Administration (1947). Many interesting covers are shown. (Posta Militare e Storia Postale, No. 125, December 2012. Rivista dell’Associazione Italiana Collezionisti Posta Militare, President Piero Macrelli, CP 180, 47900 Rimini, Italy.)

Cuba

“[Cuban Postal Rates],” by Howard Kristol and Octavio Cabrera, discuss the postage rates applicable to the 1898 issue of postage stamps, and present an official table of rates for letters, post cards and newspapers. (Possessions, No. 123, Fourth Quarter 2012. United States Possessions Philatelic Society, Secretary Dan Ring, P.O. Box 113, Woodstock, IL 60098.)

Egypt

“WWII - GB - Opened but Uncensored: An Unreported Egyptian Censorship Label of WWII,” by Marc Parren and Konrad Morenweiser, discuss the text on this unusual censor tape found on an 1941 cover sent from Kurseong, India, to Malta, written in the Maltese language, which apparently no one at the censoring stations in India or Cairo could read, so the letter arrived with the tape “Opened but Uncensored” legend applied. (Civil Censorship Study Group Bulletin, No. 177, January 2013. Secretary Charles J. LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921-3554.)

France

“Ballon Monté 1870, from Paris to Rotterdam.” (See under Netherlands.)

“A Summary of the Handstamps of Dunkirk and Coudekerque, July 1-August 9, 1940,” by Jean-François Brun, reviews the documentation, usage and need for the overprinting of the then current issue of France, as required by the German occupying forces. Characteristics of the genuine overprints are identified, to separate them from forgeries. (The Collectors Club Philatelist, Vol. 92, No. 1, January-February 2013. The Collectors Club, 22 East 35th Street, New York, NY 10016.)

French Colonies

“Gleanings from the French Colonial Group Type: Business Papers and Commercial Samples Rates,” by Edward Grabowski, is concerned with printed paper and commercial sample rates, and illustrates examples from a number of colonies, including Dahomey, Reunion, Indochina, Senegal, French Guiana, Tahiti and Gabon, 1893-1908. (The Collectors Club Philatelist, Vol. 92, No. 2, March-April 2013. See address of contact under France.)

Germany

“Sara/ Israel Mail,” by Larry Nelson, has been looking for documentation of when the practice began of requiring the names Sara or Israel to be added to the return address, and requests assistance in locating the earliest letters bearing these names in the return address. (The Israel Philatelist, Vol. 64, No. 5, October 2013. Journal of Israel Philatelists Inc., Treas. Stanley Raffel, 3408 Ripple Rd., Baltimore MD 21244-3603.)

Great Britain

“An Early Letter to Western Canada,” by Julian Ruth, researches an 1825 letter posted at Belfast Ireland, and addressed in care of the Hudson’s Bay Company in London, where it was forwarded to the agent for Company in Stromness, Orkney, marked for delivery to the facility at York Factory, and then privately carried to Canada by Company ship, and again privately conveyed to Saskatchewan, where the addressee was located. The author also presents an interesting biography of the addressee. (Postal History, No. 344, December 2012. See address of contact under Cape of Good Hope.)

“Joseph Davies of Gelligaer, Glamorgan - Transported to New South Wales in 1825,” by Colin Lewis, based upon a series of letters that Davies wrote, addressed to his wife and later to his daughter back in England, as well as other documents discovered, traces Davies biography from birth, to internment on a hulk moored in the River Thames, to his transportation to a penal colony in New South Wales, subsequent pardon by the Governor of New South Wales, his journey to New Zealand with a new wife, and his prosperous life there until he passed on in 1873. (Postal History, No. 345, March 2013. See address of contact under Cape of Good Hope.)

“The Campaign for Cheap Postage and the Reform of the Post Office in the Victorian Era and its Impact on Economic and Social Activity”, by Anthony Eskenzi, provides a brief history of the inception of cheap postage, the factors behind its adoption and the role of Roland Hill in its implementation. 1837-1864. (Postal History, No. 344, December 2012. See address of contact under Cape of Good Hope.)

“The Port Talbot Railway & Docks Company,” by Neal Prior, relates the story of the development of this railway line and illustrates the use of special railway carriage stamps, in addition to regular postage, from various stations along the route, 1882-1921. (Postal History, No. 344, December 2012. See address of contact under Cape of Good Hope.)

“Postal Codes - The Next Stage,” by Graham Mark, illustrates a map of the London postal area which identifies new alpha-numeric district codes, which if adopted by business firms and individuals as part of their addresses, would make sorting and delivery of mail so much quicker, 1917. This was necessitated by the loss of many experienced mail sorters to the Army, and less experienced men taking their places in the sorting rooms. (Postal History, No. 344, December 2012. See address of contact under Cape of Good Hope.)

“Business Reply and Postage Forward Services,” by John Scott, takes an unexciting subject and turns it into a useful study, namely the “Business Reply Card” as it was known in Britain or what the Americans or Canadians would call a “Business Reply Envelope.” The author provides a detailed history of the development of this form of postal communication created specifically for business houses, pre 1931-1961. (Postal History, No. 345, March 2013. See address of contact under Cape of Good Hope.)

“BOAC Crash at Kinnekulle, Sweden - August 1944,” by Ken Sanford, explains the role

of British Airways, later British Overseas Airways Corporation (BOAC) in keeping open a route between Perth and Bromma Airfield, Stockholm, to carry passengers, mail, newspapers, steel and ball bearings. These flights were made by very brave airmen who ran the risk of being shot down by German fighters along the route. There were 15 flights which either were shot down or crashed, including a BOAC Lodestar which reported radio problems, attempted to return to Bromma but ran into bad weather, flew too low and crashed into the ridge at Kinnekulle. (Military Postal History Society Bulletin, Vol. 52, No. 1, Winter 2013. Secretary Louis Fiset, P.O. Box 15927, Seattle, WA 98115-0927.)

Israel

“Israel Foreign Postal Rates, May 16, 1948 to January 31, 1954, Part 5, [France],” by Ed. Kroft, illustrates a number of letters to French destinations, and explains the postage rates applied to them, 1950-1953. (The Israel Philatelist, Vol. 64, No. 5, October 2013. See address of contact under Germany.)

Italy

“Salvati 11 uffici postali ‘diseconomici’ della provincia di Palermo,” by Andrea Corsini, illustrates all the postmarks employed by the small offices of Ficuzza, Calcarelli, San Carlo and Sant’ Ambrogio, all located in the province of Palermo, 1875-2005. (Sicil-Post Magazine, No. 26, December 2012. Rivista della Associazione Nazionale di Storia Postale Siciliana, Secretary, Via Salvatore Aldisio 3, 90146 Palermo, Italy.)

“Siena e dintorni fra Ottocento e Novecento 1890-1920, Part III,” by Giuseppe Pallini, traces and identifies the different types of branch office “Siena/ Porta Camollia” datestamps in use during this 30 year period. (Il Monitore della Toscana, No. 16, November 2012. Rivista della Associazione per lo Studio della Storia Postale Toscana, Editor Alessandro Papanti, via Del Giglio 56, 50053 Empoli, Italy.)

“Maritime Matters: Civitavecchia-Sardinia Lines 20th Century,” by Alan Becker, describes the history of several steamer lines operating in home waters, and illustrates postal markings applied to mail posted on board them, 1913-1929. (Fil-Italia, No. 155, Winter 2012/ 13. The Journal of the Italy & Colonies Study Circle, Secretary Richard Harlow, 7 Duncombe House, 8 Manor Road, Teddington, Middx. TW11 8BG, England, United Kingdom.)

“La Posta Per Aria,” by Francesco Sperone. examines early, historic, Italian flights of 29/31 October 1911 (Milano-Torino-Milano), 22/27 May 1917 (experimental service Torino-Roma-Torino), 1 April 1926, (Torino-Pavia-Venezia-Trieste and return), and 24 April 1954 (the first mail transported by helicopter). (Il Foglio, No. 175, March 2013. Unione Filatelica Subalpina, C.P. 65, Torino Centro, 10100 Torino, Italy.)

“Truppe Italiane in Alta Slesia (1920-1922), Un interessante ritrovamento,” by Valter Astolfi, talks about the Italian contingent (about 2,500 men from the 135th Infantry Regiment, and later, another 1,500 men from the 32nd Regiment and the 20th Regiment), and their mail, sent to Upper Silesia to prevent riots and other disturbances during the plebiscite vote to determine if the area would become part of Poland or remain with Germany. (Posta Militare e Storia Postale, No. 125, December 2012. See address of contact under Castelloriso.)

“The Italian Expeditionary Corps in Russia,” by Roger Callons, provides a succinct synopsis of the history of the Italian Expeditionary Corps, the first contingents of which were sent to Russia in July and August 1941 to assist the Germans, and were

assigned an area south of Charkov, right in line with where the Battle of Stalingrad would take place, 1941-1943. (Military Postal History Society Bulletin, Vol. 52, No. 1, Winter 2013. See address of contact under seventh entry for Great Britain.)

“Gli oggetti ad uso postale ed i giornali stampati dagli italiani in Russia durante la Seconda Guerra Mondiale,” by Valter Astolfi, talks about the publication of post cards and newspapers, by the typographic services of the Italian Army in Russia, using Cyrillic type font found in printing establishments in occupied territory, prepared in the Italian language for the benefit of the troops. (Posta Militare e Storia Postale, No. 126, March 2013. See address of contact under Castelloriso.)

“Alcuni esempi di falsificazioni o di falsi annulli durante l’occupazione italiana di Mentone (1940-1943),” by Giampaolo Guzzi, illustrates seven covers, all purporting to originate in, or pass through Mentone, France, and analyses each to show that the Mentone markings were clever fakes. (Posta Militare e Storia Postale, No. 126, March 2013. See address of contact under Castelloriso.)

“Storia postale d’Italia, Regno di Vittorio Emanuele III, Luogoteneza e Regno di Umberto II, tariffe, affrancature, carte valori e oggetti postali, (Settima parte), dal giugno 1943 al giugno 1946,” by Luigi Sirotti, provides a map of the territory under Allied Control as of 12 June 1944, the renewal of internal postal services after the first half of July 1944, the “postal bridge” created between Rome and Florence on 12 September 1944, a time line of events from June 1944 to August 1944, and the development of postal services with foreign countries. (Posta Militare e Storia Postale, No. 125, December 2012. See address of contact under Castelloriso.)

“Storia postale d’Italia, Regno di Vittorio Emanuele III, Luogoteneza e Regno di Umberto II, tariffe, affrancature, carte valori e oggetti postali, (Ottava parte), dal giugno 1943 al giugno 1946,” by Luigi Sirotti, provides several maps between December 1944 and April 1945 showing areas under Allied control, reproduces an October 1944 Postal Ministry Decree establishing the territories under its control, postal tariffs for both internal and foreign mail, and rules and regulations. Many fine covers showing tariffs and usages are illustrated. (Posta Militare e Storia Postale, No. 126, March 2013. See address of contact under Castelloriso.)

Italy, Venezia Giulia

“Italian Postal History, Venezia Giulia Civil mail, 1945-1947, (Part 4),” by Luigi Sirotti (translated by Richard Harlow), delves into the postal history of the Jugoslav Military Government of Zone “B,” provides a map of Zone “B” showing post offices south of the Fiume parallel, a table of post offices with names in Italian, Slovene and Croat, and an alphabetical list of Slovene or Croat post offices. (Fil-Italia, No. 155, Winter 2012/13. See address of contact under third entry for Italy.)

Jamaica

“Is This a New Jamaican Flight Cover?” by Darryl Fuller, looks at a cover addressed to Colombia, posted on May 1, 1931 and back stamped as received at Barranquilla, Colombia, on May 2, 1931, trying to reconcile newspaper reports of a flight planned for April 30, 1931 to his cover, where the date of the author’s cover is not recorded in listings of known flight covers recorded from the West Indies. (British Caribbean Philatelic Journal, No. 250, January-March 2014. See address of contact under British Guiana.)

Japan

“Use of Black and Brown Inks on Domestic Maruichi Postmarks,” by Charles A.L.

Swenson, examines the use of different color inks for these Japanese language date stamps and provides a table showing a sample of how many post offices used black or brown ink, 1888-1910. (Japanese Philately, No. 397, February 2013. The International Society for Japanese Philately, Inc., Assistant Publisher Lee R. Wilson, 4216 Jenifer Street NW, Washington, DC 20015.)

“Single-Circle, Roman-Letter Machine Cancellations with Wavy Lines, Part A, Pre-Pacific War Markings,” by Charles A.L. Swenson, classifies the different types of machine made wavy line cancellations and provides their background and postal history, 1920-1940. (Japanese Philately, No. 397, February 2013. See address of contact under first entry for Japan.)

[Question Concerning the Postmark on Mail Flown on the Gatty-Bromley 1930 Flight Attempt from Sabishiro Beach], by Hal Vogel and Charles A.L. Swenson presents the story behind this early flight and the covers that were produced as souvenirs. (Japanese Philately, No. 397, February 2013. See address of contact under first entry for Japan.)

“Re-examining the Use of ‘Ekimae’ in Post-Pacific War Roman-Letter Cancellations,” by Charles A.L. Swenson, refers to the incorporation of the word “Ekimae” which means “in front of” in town datestamps, and provides tables showing (1) the usage of Ekimae in Maruichi type datestamps, (2) offices within Tokyo known to have Ekimae datestamps, (3) offices within Kanagawa known to have Ekimae datestamps, (4) and post offices in other prefectures known to have used Ekimae datestamps. (Japanese Philately, No. 398, April 2013. See address of contact under first entry for Japan.)

Japan, Occupation of Burma

“New Material on Romusha (Civilian Laborers’) Mail on the Thailand-Burma Railway,” by Tsuchiya Masayoshi, writes up some new evidence of postal activities on this railway line, where mail facilities were provided not for military personnel, prisoners of war or civilian internees from the allied nations, but were only to be used between local civilian laborers and their families, for exchanging news or sending remittances home, 1943-1944. (Japanese Philately, No. 397, February 2013. See address of contact under first entry for Japan.)

Jugoslavia

“Italian Postal History, Venezia Giulia Civil mail, 1945-1947, (Part 4).” (See under Italy, Venezia Giulia.)

Modena

“Le armate di Luigi XIV a Modena,” by Fabrizio Salami, examines a letter written at Modena in December, 1702, addressed to Arles, France, during the War of the Spanish Succession, and breaks down the rate of postage indicated on the front of the wrapper into its components. (Il Foglio, No. 175, March 2013. See address of contact under fourth entry for Italy.)

Montenegro

“Italian Occupation of Montenegro, WWII,” [by Derek Brennan], illustrates and explains a number of covers originating from Montenegro during the period 1941-1943. (Fil Italia, No. 155, Winter 2012/13. See address of contact under third entry for Italy.)

Netherlands

“Ballon Monté 1870, from Paris to Rotterdam,” by Hans Kremer, tells the story of the balloon *Le Ferdinand-Flocon* and its voyage out of Paris during the Prussian siege of 1870-71, as well as the balloon service in general, describes the carriage of mail

and government despatches, and the role of carrier pigeons in carrying messages across the lines. (Netherlands Philately, Vol. 37, No. 3, January 2013. Magazine of the American Society for Netherlands Philately, Secretary Ben Jansen, 1308 Pin Oak Drive, Dickinson TX 77539-3400.)

Netherlands Indies

“The Travels and Travails of the S.S. *Kaloma*,” by Ben H. Jansen, traces the voyages of this vessel, mentioned on a December 1907 picture post card mailed with the postage stamp cancelled by a straight line, Emmahaven, which was passed on to Padang, West Sumatra, on its way to Portland, Oregon. The *Kaloma* was built in Scotland, launched in 1906 and completed in 1907. At the time the card was posted, *Kaloma* was in Emmahaven harbor, probably either loading or unloading coal or cement. (Netherlands Philately, Vol. 37, No. 2, November 2012. See address of contact under Netherlands.)

Norway

“The First Flight from USA to Norway,” by Jan Odegaard, relates the story of the first flight from the United States, where navigation mistakes in June 1933 forced the pilot to land in Norway, where he had not intended to land, and also discusses a later flight in July 1935 from Floyd Bennett Field outside New York City, to Bergen, Norway. (The Posthorn, No. 273, November 2012. The Scandinavian Collectors Club, Secretary Alan Warren, P.O. Box 39, Exton, PA 19341-0039.)

Palestine

“Memories of the Jewish Legion - 1917-1920: Identifying Markings on Mail,” by Randy Fadem, provides the history of this unit serving in Palestine, Jordan, Syria and Egypt, and how their mail can be identified. (The Israel Philatelist, Vol. 64, No. 6, December 2013. See address of contact under Germany.)

“A.R. = Avis de Réception,” by Nathan Zankel, illustrates four A.R. forms (Advise of Delivery forms, which are similar to a Return Receipt Requested form used in the United States), and reviews changes made over the years, 1920-1944. (The Israel Philatelist, Vol. 64, No. 5, October 2013. See address of contact under Germany.)

“Impressions of a Philatelic Trip,” by Thomas Schubert, discusses his impressions of a visit to the Palestine National Authority (PNA) main sorting central post office of Al -Bireh, where letters are sorted and re-distributed, internal mail going to the addressee’s post office, international mail being sent abroad, and mail for Gaza being transported there by means of private transport, 1997-2012. (The Israel Philatelist, Vol. 64, No. 5, October 2013. See address of contact under Germany.)

“A Study in Philatelic Nomenclature,” by Yechiel Lehavy, gives the story behind what is called “Shnorrer Mail” or “beggars letters,” how the term came about and when the practice began. Several covers are illustrated. (The Israel Philatelist, Vol. 64, No. 6, December 2013. See address of contact under Germany.)

Panama

“Decree Number 140 of 4 September 1918,” translated by Federico Brid, consists of ten articles which authorized the use of certain envelopes in the National Postal System for registered mail and package letter mail, and provides examples. (COPACARTA, Vol. 30, No. 2, December 2012. Journal of the Colombia/ Panama Study Group, Secretary Scott Schaffer, 15 Natureview Trail, Bethel, CT 06801.)

Poland

“The Judenrat - Part 2, A Postal History of the Holocaust,” by Jesse Spector and Edwin

Helitzer, discusses several post cards mailed by the Judenrat (Jewish Council) established to assist the Nazis to “process” the Jewish population of occupied Poland. (The Israel Philatelist, Vol. 64, No. 5, October 2013. See address of contact under Germany.)

“Post WW II - Postal Censorship in Poland in 1981/82: Gdansk,” by Giles du Boulay, sets out to explain how postal censorship operated nationwide after a “State of War” was declared by General Wojciech Jaruzelski, the Prime Minister of Poland, when he introduced martial law, had tanks roll in the streets, Solidarity buildings seized and cut outside links with the rest of the world. A curfew was imposed and mail censorship was introduced. Examples of censorship markings are shown. (Civil Censorship Study Group Bulletin, No. 177, January 2013. See address of contact under Egypt.)

Puerto Rico

“The ‘T’ Cancellation Inside a Circle on Puerto Rico Stamps - A Postal or Telegraphic Cancellation?” by Bryon Mitchell, attempts to determine whether this encircled “T” (meaning “Taxed” or “Due”) sometimes found on stamps and rarely on covers, indicates postal or telegraphic use, 1882-1898. (Possessions, No. 124, First Quarter 2013. See address of contact under Cuba.)

Romania

“S.M.R., A Most Peculiar Item,” by Richard Wheatley & Geoff Amos, solve the mystery of the address on a shortened envelope and discuss the history of the Romanian vessel which carried it to Alexandria, Egypt 1930. (Postal History, No. 344, December 2012. See address of contact under Cape of Good Hope.)

Sardinia

“L’inesistente ufficio francese a Torino,” by Italo Robetti and Achille Vanara, through historical study have determined that there was no French post office located at Torino during the period 1690-1742, as some postal historians have maintained. While the French courier between Lyon and Rome did pass through Torino regularly, there was only a French functionary stationed there who assisted the courier, when needed. (Il Foglio, No. 175, March 2013. See address of contact under fourth entry for Italy.)

“Lettera dal Callao, 1843,” by Giorgio Magnani, investigates a ship letter sent from Callao, Peru, in 1843, and traces the route of this Genovese trading vessel known as *Le Due Sorelle [The Two Sisters]* which carried the letter back to Genova. This letter is part of the Razeto correspondence, a well-known incoming correspondence, which included mail from South America and Russia. (Il Monitore della Toscana, No. 16, November 2012. See address of contact under second entry for Italy.)

South West Africa

“The Manuscript Cancel of Walvis Bay.” (See under Cape of Good Hope.)

Sweden

“BOAC Crash at Kinnekulle, Sweden - August 1944.” (See under Great Britain.)

Thailand

“Thailand in World War I,” by Mike White, illustrates a number of covers addressed to, or from, Thailand and discusses censorship after 1917, when Thailand established a censorship bureau, even though she was not a belligerent. (Military Postal History Society Bulletin, Vol. 52, No. 1, Winter 2013. See address of contact under seventh entry for Great Britain.)

Turkey

“The City Post of the Turkish Government, 1869-1882,” by John Garton, reviews the

history and postal history of the city post which operated mainly within the limits of Constantinople, and its suburbs. (The Levant, Vol. 7, No. 1, January 2013. Journal of the Ottoman & Near East Philatelic Society, Secretary Rolfe Smith, 705 SE Sandia Drive, Port St. Lucie, FL 34983.)

Tuscany

“Toscana 1861-3, Il bollo muto, a quattro barre, usato a Campi,” [by Gaal 1941], gathers all that is known concerning the mute four-bar obliterator of Campi, applied to mail during 1861-1863. (Il Monitore della Toscana, No. 16, November 2012. See address of contact under second entry for Italy.)

Two Sicilies, Sicily

“La vera origine della Regia Corrieria di Sicilia e lo sviluppo del Regio Ufficio di Corriere Maggiore, Seconda parte,” by Vincenzo Fardella de Quernfort, continues his presentation of the origin of the Royal Couriers of Sicily beginning with a transcription of the courier regulations, prepared by Don Diego Zapata, consisting of 27 chapters, concerning the administration of the Royal Couriers of Sicily by his nephew Filippo Cigala, and continues with the succeeding Royal appointments to the office, finishing up with the family trees of Zapata and Tassis, the link between the Tassis of Cornello (Bergamo) with Zapata of Sicily, and a list of all the Lieutenants of the Post from, 1549 through 1753. (Sicil-Post Magazine, No. 26, December 2012. See address of contact under the first entry for Italy.)

“Il vero significato del toponimo Aquilia: Contributo alla storia di Acireale, Seconda parte,” by Salvatore Pennisi, continues his research on the origin of the place name for the city of Acireale through the use of letters and old documentation showing different spellings such as La Culia, Culia, La Gulia and La Quilia and finishing with a long and detailed list of references and explanations, 1266-1862. (Sicil-Post Magazine, No. 26, December 2012. See address of contact under the first entry for Italy.)

“Storie di Vita siciliana,” by Georgio Chianetta, examines some letters and documents concerning this tiny locality (population of the comune was 3,160 souls in 1817) on the route between Palermo and Mazara, and traces the origins of postal service in this hamlet. (Bollettino Prefilatelico e Storico Postale, No. 173, February 2013. Organo ufficiale dell’Associazione per lo Studio della Storia Postale, Editor Adriano Cattani, Casella Postale 325, I-35100 Padova, Italy.)

“Sicilia 1859-1860, Corsa da Palermo a Licata, 3a parte, L’officina postale di Canicatti,” by Francesco Lombardo, reviews the post office at Canicatti on the route between Palermo and Licata, illustrates many covers originating from Canicatti, their postal markings and postal rates applicable on mail from Canicatti. (Sicil-Post Magazine, No. 26, December 2012. See address of contact under the first entry for Italy.)

Upper Silesia

“Truppe Italiane in Alta Slesia (1920-1922), Un interessante ritrovamento.” (See under Italy.)

Vatican City

“Vatican City Mail via the Trans-Atlantic Clipper,” by Greg Pirozzi, relates the development of clipper service and postal history of mail carried by the Transatlantic Clippers between the Americas and Europe, with emphasis on Vatican mail, 1939-1951. Many covers are illustrated with the postal rates explained, and many newspaper articles are reproduced to provide background to the story. (Vatican Notes, No. 355, First

Quarter 2013. Journal of the Vatican Philatelic Society, Secretary Joseph Scholten, 1436 Johnston St. SE, Grand Rapids, MI 49507-2829.)

Venetian Republic

“Marche mercantili, cavalcate, staffette, franche e Via di Tana,” by Giorgio Burzatta, seeks to examine a series of documents in order to shed light on the meaning of the phrases “per cavalcata” and “Via di Tana.” It turns out that the letters within the four corners of a merchant’s marking of the cross of St. Andrews, doubled, includes the letters “Ca Val Ca Ta” and does not indicate “franca” or “paid,” and “Via di Tana” may have been wrongly interpreted from “Via di Terra” (by land), 1544-1581. (Bollettino Prefilatelico e Storico Postale, No. 173, February 2013. See address of contact under third entry for Two Sicilies, Sicily.)

“Foglio A. Qe, ovvero Tagli delli Soldi 4 per Lettera, Utilizzati nella Repubblica di Venezia,” by Luciano Mangiabene, discusses the background and history of this taxed letter sheet, what place this taxed letter sheet occupies in the classification of things philatelic, whether it is prepaid postal stationery, official stationery produced for the service of the State, or something else, 1595-1798. (Il Foglio, No. 175, March 2013. See address of contact under fourth entry for Italy.)

Membership Changes by George McGowan

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Society Forum

This space is set aside for commentary, announcements, questions and other information by, for and about members of the Postal History Society. The editors welcome correspondence: Box 477, West Sand Lake NY 12196, <agatherin@yahoo.com>

President's Message, Joseph J. Geraci

As time goes on, we seem to lose more board members for various reasons, than we acquire. With this message, I would like to reverse this process and ask you, our members, to step forward and make an application to become a board member. Years ago, we had twelve members on the board, each with three year terms. I would like to get back to that number once again. But, we need people who would be willing to spend time and work for the Society not just fill an empty space.

For those who are interested in joining our board, tell us about yourself. Send me a brief résumé concerning your background, occupation and interests. I look forward to hearing from those individuals who wish to become part of a vibrant postal history society (j.j.geraci@att.net).

Journal issue 157 illustrated a fascinating oil painting on its front cover. I was intrigued by it and wanted to know more about the painter, but according to the write-up on page 8, nothing seems to be known about the painting or its author. So, I did some searching on the internet to see what I could find about S.F. Clayton, the painter in question. Among others, I checked the websites of the National Gallery of Art in Washington, DC, the Whitney Museum of American Art, New York, the Smithsonian Art Museum, Washington, DC, the Corcoran Gallery of Art, Washington, DC, the National Gallery of Canada, Ottawa, the Ryerson and Burnham Libraries Catalogue, Art Institute of Chicago, the Denver Art Museum, the Boston Art Museum, the Watson Library, Catalogue of Metropolitan Museum of Art, Chicago, the Guggenheim Collections, NY, and biographies of painters as well. Out of all this, there was only one reference found, that of the auction house selling this painting from the James S. Copley Library. There were plenty of "Claytons" found, but none with the initials "S.F."

So, I am led to the conclusion that S.F. Clayton may be the *nom-de-plume* of an artist who did not wish his identity to be known with regard to this particular *Trompe L'Oeil* painting. However, he must have been a well known artist with plenty of experience to be able to paint such a fine work of art.

Do we have any art history majors among our members? My challenge to you is to identify the painter, provide us with his biography and identify other works he has done, in particular, other *Trompe L'Oeil* paintings. His painting style may provide a clue. I am sure our editors will be happy to publish the results of your research (and offer a reward!).

Last year we had a very successful meeting at StampShow, in Milwaukee WI. I am hopeful that we will have another such meeting in Hartford CT, during the show, August 21-24. We will have a booth at the show (volunteers to man it are needed!). We will also have a Board Meeting and a General Membership Meeting, with a well-known speaker. And, we plan to have another of our famous Friday Night Dutch Treat Dinners, at a local restaurant. So mark the dates on your calendar and plan to join the festivities in Hartford!

COVER ILLUSTRATION: John Frederick Peto, 1854 to 1907, was a trompe l'oeil painter who studied at the Pennsylvania Academy of the Fine Arts at the same time as the older William Harnett – who went on to success in his lifetime while Peto, after 1890, mainly sold his works to tourists at his New Jersey shore boarding house (his home and studio at Island Heights is now a museum). This 1882 painting, oil on canvas 24 x 20 inches, was “Rack Picture for William Malcolm Bunn” – one of several rack paintings that Peto executed as commissions for Philadelphia businessmen [Smithsonian American Art Museum].

Each piece in the composition had some attachment to Mr. Bunn (1842-1923), who, in 1878, had purchased the Sunday Transcript in Philadelphia. The paper, begun in 1856, was a weekly (it survived until 1937), and is represented by its folded banner illustration. The cabinet card ‘photograph’ is of Bunn, and x-rays have shown that Peto originally had painted a presentation signature at the bottom. (Compare the painted photo with the photo of Bunn as an older man, right.) Three pieces of mail are directed to Bunn at the newspaper office, 703 Chestnut Street: a postal card, a local letter in a yellow envelope, and a letter from New Jersey in a buff. The purple envelope is a local letter (also from station 13) addressed to a Garibaldi McFod at the paper, and tucked behind it is a cartoon of McFod.

Garibaldi McFod was, apparently, a fictional Irish caricature familiar to newspapermen. In the California Advertiser of December 6, 1884, appeared the squib: “Many Republican papers throughout the country have begun to advocate Mr. Blaine for the Presidency in 1888. It is with Mr. Blaine pretty much as it was with Garibaldi McFod, Esq., who says: ‘It seems till me that, whuther I’m on land or say, the wund is alwuz in me face, so it diz. Av coarse, a mon that walks in the sun musht axpict till be tanned; but be bevin! Phen others are bud tanned a wee I gets burned up amost. An av it’s not wan thing wuth me it’s another all the toime.’” Bunn was a Republican and, in return for backing Chester A. Arthur over James G. Blaine, was commissioned as Governor of Idaho Territory in 1884.

Tucked into the red tape pinned to the board, forming the rack, are also a folded 1881 report, a greeting card, a caricature trade card and a ticket. Remnants of other paper appear on the board: a yellow adhesive label upper right; tacked corners of a red card lower right; newspaper clippings glued on. The board, itself, appears as if the backing to a framed painting (appropriate because Peto’s father was a picture framer and gilder). To add to the impression of a third dimension, a piece of string is ‘looped’ over the top edge, and nails ‘protrude.’

Each of the three envelopes has been roughly ‘opened’ which, of course, gives the painter more scope for implying texture – but they also suggest that Bunn, as recipient, was impulsive or, at least, did not have his letters pass through a mail room.

Peto was a collector, though not a philatelist. The



photograph of him, above (from the John F. Peto Studio Museum Collection), shows him surrounded by the flotsam he collected and from which he “built” his paintings.

Postal Pamphlet Compendium 1792-1914

The American Postal Network, 1792-1914, editor Richard R. John. London, Pickering & Chatto 2012. 4 vol set, 1920pp, 978 1 84893 115 2, £350/\$625.

Richard John, author of the award-winning *Spreading the News* and Professor of Journalism at Columbia University, was commissioned to locate scarce pamphlets about U.S. postal history – ones that a researcher would have difficulty finding – and then to introduce each reprint to put the content in context. The end result is monumental, and Professor John’s contributions insightful.

The London-based publishers conceived of the project because they understood the American postal system to be widely regarded as a prototype of modern governmental organizations. It is also considered to be a precursor for a number of large-scale businesses and was central to the communications revolution of the 19th century. This collection documents the overall history of the remarkable institution, and locates it within the wider administrative network that coordinated the circulation of people, information and goods. The postal network involved several modes of transportation and communication (steamboats, railroads, telegraphs) and linked the many mass distributors of print media and consumer goods.

Volume 1: Administration

General Introduction

Timothy Pickering, *Instructions to the Deputy Postmasters* (1792); John M’Lean, *Post-Office Law, Instructions and Forms* (1825); Francis O. J. Smith, *A Letter Relating to the Administration and Present Condition of the Post Office Department* (1835); Arthur W. Austin, *A Memorandum Concerning the Charlestown Post-Office* (1835); *Proceedings of a Convention of Delegates ... on the Subject of the Location of the Post Office [In New York City]* (1836); ‘Cincinnatus’, *Freedom’s Defense: Or a Candid Examination of Mr Calhoun’s Report on the Freedom of the Press* (1836); Lysander Spooner, *Unconstitutionality of the Laws of Congress, Prohibiting Private Mails* (1844); *Seven Years in the Boston Post Office By an Ex-Clerk [1854]*; Nahum Capen, *Correspondence Respecting Postal Improvements, and the Removal of the Boston Post Office* (1858); J. D. Westcott, *Exposition of Facts and Law, in the Case of G. G. Westcott, Esq, Postmaster at Philadelphia* (1859); San Francisco Chamber of Commerce, *Report ... on the Condition of our Postal Affairs* (1864); Oliver Wood, *Eleven Months as Special Agent in the Postoffice Department* (1868). **The Legality of Wells Fargo’s Letter-Carrying Business:** Post Office Department, *Wells, Fargo & Co’s Letter-Express* (1880); Horace F. Page, *The Origin, Methods, and Important Public Uses of the Letter Service of Wells, Fargo & Company [1880]*. Abraham D. Hazen, *The Post Office Before and Since 1860, Under Democratic and Republican Administrations* (1880); Thaddeus B. Wakeman, *The Unanswered Argument against the Constitutionality of the So-Called Comstock Postal Laws* (1880); Richard Henry Dana, *The Appointment and Tenure of Postmasters* (1895); Charles Emory Smith, *Greatest Business Organization in the World: The United States Postal Service* (1899); Louis F. Post, *Our Despotic Censorship* (1906); James M. Beck,

Constitutionality of the New Federal Law Regulating Journalism (1912)

Volume 2: Contracting

Steamboat Subsidies and the Overland Mail: Edward Mills, *Statement ... in Relation to his Mail Contract with the United States Government* [1850]; A Few Suggestions Respecting the United States Mail Steam Service (1850); W. C. Templeton, *Proposals for and Advantages of a Regular Mail Communication ... by Steam Packets between New Orleans and Vera Cruz* (1851). E. K. Collins, *Memorial* (1851); Anon., *Competition* [1851]. *Patriotic Speculations: How to Get Your Foot Out of It* [1851]; Robert B. Forbes, *On the Establishment of a Line of Mail Steamers from the Western Coast of the United States on the Pacific to China* (1855); E. K. Collins, *The Ocean Mail Service* (1857); B. B. Meeker, *Overland Mail Route from Lake Superior to Puget's Sound* (1858); John Roach, *Letter ... Suggesting the Experiment of Advertising for Proposals of the Lowest Rates* (1876); Pacific Mail Steamship Company, *The National Advantages of Government Aid to American Commerce* (1877)

Railway Mail: Controversies: George Bliss, *Reply to a Late Letter of the Post-Master General* (1842); Executive Committee of the Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Companies, *Report of a Committee of the Joint Board of Directors* (1847); Cave Johnson, *Letter ... in Answer to a Publication Made by the Joint Board of Directors of the Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Companies* (1847); Executive Committee of the Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Companies, *Reply* (1847). **Railroad Conventions:** Duff Green, *Circular to the Presidents of Railroad Companies* [1851]; *Proceedings of a Convention ... on the Recommendation to Reduce the Pay for Mail Service to Rail Road Companies* (1854).

The Civil War: *Statement Made by the Railroad Companies Owning the Lines Between Washington and New York* (1864); *Correspondence Between the President of the Virginia Central Rail Road Company and the Postmaster General in Relation to Postal Service* (1864). **Payment to Railroads for Carriage of Mail:** Isaac Hinckley, *Postal Cars or No Postal Cars? A Question to Be Settled by the Action or Inaction of Congress* (1874); George S. Bangs, *Railroads vs Postal Cars* (1875); George S. Bangs, *Discussion of the Proper Method of Compensation to Railraods for the Transportation of the Mails* (1875).

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Volume 3: Reform, Part I: 1792–1861

Jeremiah Evarts (ed), *An Account of Memorials ... Praying that the Mails May not be Transported, Nor Post-Offices Kept Open, on the Sabbath* (1829); Jeremiah Evarts, *The Logic and Law of Col. Johnson's Report to the Senate on Sabbath Mails* (1829); ‘The Virginia Society’ for Promoting the Observance of the Christian Sabbath, *To the People of the United States* [c.1830]; Barnabas Bates, *An Address ... on the Memorials to Congress to Prevent the Transportation of the Mail, and the Opening of the Post Offices on Sunday* (1830); Edmund Charles, *Suggestions upon the Nature and Disadvantages of the Present Post Office Tariff* (1844); ‘Franklin’, *An Examination of the Probable Effect of the Reduction of Postage* (1844); Amasa Walker, *Cheap Postage, and How to Get It* (1845); Cheap Postage Association, *Constitution of the Cheap Postage Association* (1848);

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Volume 4: Reform, Part II: 1861–1914

Postal Telegraphy: Gardiner G. Hubbard, *Postal Telegraph* (1869); Leonidas Trousdale, *The Postal Telegraph System* (1869); *The Postal Telegraph. Statement of a Few Facts Showing What has Been Accomplished in Europe, and What the Development Might Be in America* (1872); S. F. Covington, *The Postal Telegraph* (1875); Charles A. Sumner, *The Postal Telegraph* (1879); F. H. Giddings, *Railroads and Telegraphs: Who Shall Control Them?* (1881); New York Board of Trade and Transportation, *A Postal Telegraph and Telephone: What Has Been Accomplished in Great Britain* (1882). **The Business Practices of Western Union:** J. A. Price, *Postal Telegraphy* (1882); *Some Serious Considerations Concerning a Governmental Telegraph* (1883); E. B. Vedder, *A ‘Postal’ or Government Telegraph Would be Unconstitutional, Inexpedient, and Dangerous* (1888); Gardiner G. Hubbard, *Postal Telegraph: An Address Delivered ... Before the Chamber of Commerce of the State of New-York* (1890)

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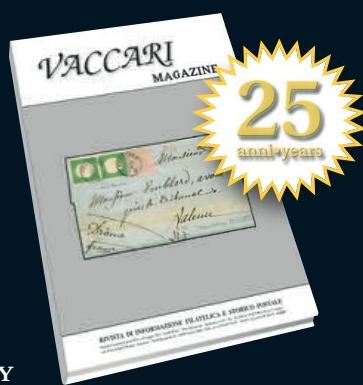


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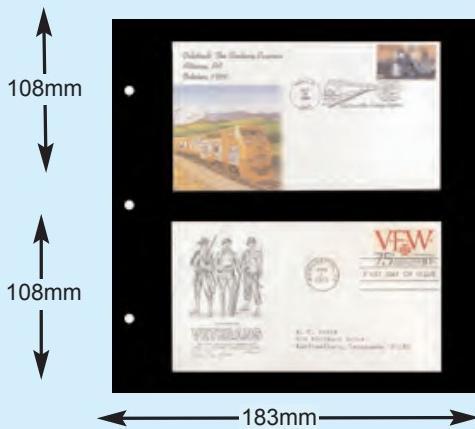
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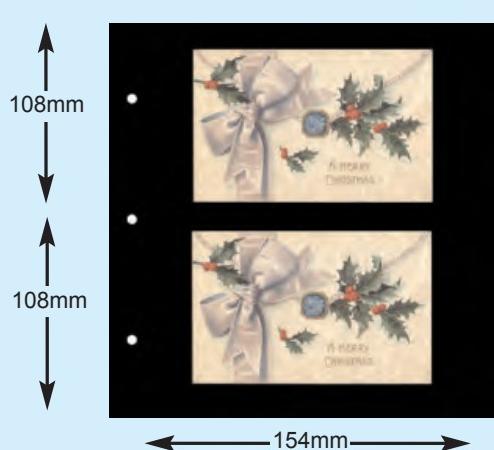
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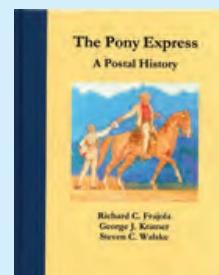


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